Report

OF THE

Bombay Chamber of Commerce

FOR THE YEAR 1907.

(Established 22nd Septe[illegible] 1836.)

PRESENTED TO THE ANNUAL G[illegible]NERAL MEETING
HELD ON THE 26th FEB[illegible]RY 1908.

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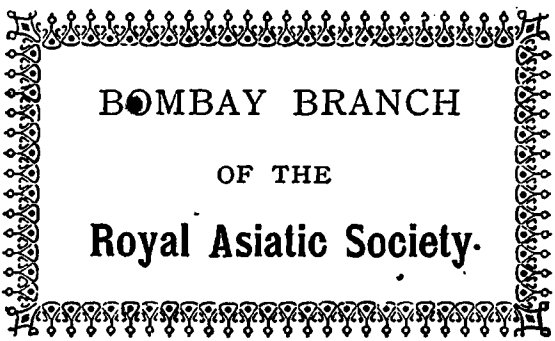
Bombay:
PRINTED AT THE TIMES PRESS.
1908.



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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

The Rt. Hon'ble LORD REAY, LL.D., G.C.I.E. | A. H. CAMPBELL, Esq.

Members.

Messrs. ALLEN BROTHERS & Co.
" BEGBIE (J. A.) & Co.
" BELL, RUSS & Co.
" BENNETT, COLEMAN & Co.
" BLASCHECK (A.) & Co.
" BREUL & Co.
" BUME & REIF.
" CHUGONDAS & Co.
" COOK (THOMAS) & SON.
" CORY BROS. & Co., Ld.
" COX & Co.
" CRAIGIE, LYNCH AND OWEN.
" CRAWFORD, BROWN & Co.
" DAVID (SASSOON J.) & Co.
" DICKINSON (JOHN) & Co., Ld.
" DUXBURY (J.) & Co. (Ltd.)
" EWART, LATHAM & Co.
" FARBENFABRIKEN BAYER & Co., Ld.
" FERGUSON (A. F.) & Co.
" FINLAY, MUIR & Co.
" FLEMING, SHAW & Co.
" FORBES (C. H. B.) & Co.
" FORBES, FORBES, CAMPBELL & Co., Ld.
" FRAMJEE, SONS & Co.
" GADDUM & Co.
" GLADE & Co.
" GLAZEBROOK, TEJPAL & Co.
" GRAHAM (W. & A.) & Co.
" GREAVES, COTTON & Co.
" GUTMANN & Co.
" GYSI & KLEINJUNG, Ltd.
" HOLLAND & MOSS, Ltd.
" KAHN & KAHN.
" KIDDLE, REEVE & Co.
" KILLICK, NIXON & Co.
" KING, KING & Co.
" LATHAM, ABERCROMBIE & Co.
Messrs. LATHAM & Co.
" LITTLE & Co.
" LOUIS DREYFUS & Co.
" LYON & Co. (BOMBAY), Ld.
" MACDONALD (C.) & Co.
" MACKINNON, MACKENZIE & Co.
" MARSHALL, SONS, & Co. (Ltd.)
" MARSLAND, PRICE & Co.
" MEISTER LUCIUS & BRÜNING, Ld.
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" MORITZ (A.) & Co.
" NARANDAS RAJARAM & Co.
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" PAYNE & Co.
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" PETIT (JEHANGHIR B.) & Co.
" PHILLIMORE (CHARLES) & Co.
" PHIPSON & Co.
" PRIER DE SAONE & Co.
" RALLI BROTHERS.
" RICHARDSON & CRUDDAS.
" RUTTONSEY, DENSO & Co.
" SAMUEL FITZE & Co.
" SANDAY & Co.
" SASSOON (D.) & Co., Ld.
" SASSOON (E. D.) & Co.
" SCHRODER SMIDT & Co.
" SERVICE (GEORGE) & Co.
" SHAW WALLACE & Co.
" SPINNER (E.) & Co.
" STEINERS, Ld.
" TATA SONS & Co.
" TURNER, MORRISON & Co.
" VOLKART BROTHERS.
" WALLACE & Co.
" WORMAN & Co.
THE ALLIANCE BANK OF SIMLA, Ld.
THE AUSTRIAN LLOYD'S S. N. COMPANY.

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THE BANK OF BOMBAY.
THE BANK OF INDIA, LD.
THE B. B. & C. I. RAILWAY.
THE BOMBAY DYEING AND MANUFACTURING COMPANY, LIMITED.
THE BOMBAY STEAM NAVIGATION CO., LD.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
COMPAGNIE DES MESSAGERIES MARITIMES.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
THE G. I. P. RAILWAY.
THE HOLLAND-BOMBAY TRADING CO., LD.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE INTERNATIONAL BANKING CORPORATION.
L'UNION FIRE INSURANCE CO., LD., OF PARIS.
THE MITSUI BUSSAN KAISHA.
THE MERCANTILE BANK OF INDIA, LD.
THE NATIONAL BANK OF INDIA, LD.
THE NEW MOFUSSIL CO., LD.
THE NEW ZEALAND INSURANCE CO., LD.
THE NIPPON YUSEN KAISHA.
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THE SOUTH BRITISH INSURANCE CO., LD.
THE SOUTHERN MAHRATTA RY. CO.
STANDARD OIL COMPANY OF NEW YORK.
THE VACUUM OIL COMPANY.
THE YOKOHAMA SPECIE BANK, LD.
JOHN FACHIRI, ESQ.
AHMEDBHOY HABIBBHOY, ESQ.
A. STRANDES, ESQ.

RETIRING COMMITTEE.

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DONALD N. GRAHAM, ESQ., *Dy. Chairman.*
D. CARMICHAEL, ESQ.
(*) J. G. H. COLLISTER, ESQ.
(†) JOHN GREIG, ESQ.
(‡) R. W. HARTER, ESQ.
D. M. INGLIS, ESQ.
O. MEYER, ESQ.
A. ZYGOURAS, ESQ.

COMMITTEE FOR 1908.

THE HON. MR. H. E. E. PROCTER, *Chairman.*
H. C. WRIGHT, ESQ., *Deputy Chairman.*
F. W. BICKEL, ESQ.
JOHN GREIG, ESQ.
J. N. METAXA, ESQ.
J. S. WARDLAW MILNE, ESQ.
MAJOR A. D. G. SHELLEY, R. E.
A. P. STEWART, ESQ.
W. C. SYMES, ESQ.

J. B. LESLIE-ROGERS, ESQ., SECRETARY.

CHAMBER'S REPRESENTATIVES.

Legislative Council of H. E. the Governor of Bombay.
THE HON'BLE MR. H. E. E. PROCTER.

Bombay Port Trust Board.
C. H. ARMSTRONG, ESQ.
HERBERT R. GREAVES, ESQ.
THE HON' MR. H. E. E. PROCTER.
W. C. SYMES, ESQ.
D. CARMICHAEL, ESQ.

Bombay Improvement Trust.
ARTHUR K. LESLIE, ESQ.

Bombay Municipal Corporation.
J. S. WARDLAW MILNE, ESQ.
A. M. TOD, ESQ.

(*) Mr. F. T. Rickards, (†) Mr. W. A. M. Lattey, and (‡) Mr. J. Black, who were elected members of the Committee for 1907, resigned during the year on proceeding to Europe, and were succeeded by Mr. J. G. H. Collister, Mr. John Greig and Mr. R. W. Harter.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner ...	1836-37	J. Foggo ...	1867-68
M. T. Brownrigg ...	1837-38	Hamilton Maxwell ...	1868 69
H. G. Gordon ...	1838-39	H. E. Astley ... / D. Graham ...	1869-70
J. Skinner ...	1839-40	A. D. Grant ...	1870-71
T. R. Richmond ...	1840-41	W. G. Hall ...	1871-72
C. B. Skinner ...	1841-42	J. K. Bythell ...	1872-73
S. D. Murray ...	1842-43	H. E. Bright ... / E. Lord... ...	1873-74
J. Wright ... / E. Lyon ...	1843-44	D. Watson ...	1874-75
T. Cardwell ...	1844-45	J. A. Forbes ...	1875-76
J. Smith ...	1845-46	G. F. Henry ... / Donald Graham	1876-77
W. Graham ...	1846-47	Walter Lang ...	1877-78
John Parsons ...	1847-48	M. Mowat ...	1878-79
A. G. Latham ...	1848-49	C. Macdonald ...	1879-80
Robert Strong ...	1849-50	J. N. Graham ...	1880-81
W. S. Grey ...	1850-51	E Comber ... / W. M. Macaulay	1881-82
John Parsons ...	1851-52	James Thorburn ...	1882-83
A. H. Campbell ...	1852-53	Sir F. Forbes Adam, Kt., C. I. E., 1883-84, 1884-85, 1886, 1887, 1888, 1889	
H. B. Gilmour ...	1853-54	A F. Beaufort ...	1890°
James Graham ..	1854-55	L.R.W. Forrest, 1890°, 1891, 1892°	
W. F. Hunter ...	1855-56	J. L. Symons	1892°
A. T. Binny ... / H. B. Gilmour ..	1856-57	R. S. Campbell... ...	1893°
John Fleming ...	1857-58	W.R. Macdonell, 1893°, 1894, 1895	
Robert Ryrie ...	1858-59	A. F. Beaufort... ...	1896
H. D. Cartwright / Henry Scott ...	1859-60	A. Abercrombie ...	1897
Andrew Grant ... / George Hamilton / George Lord ...	1860-61	R. H. Macaulay ...	1898
James N. Fleming / Michael H. Scott	1861-62	A. Abercrombie ...	1899
Robert Hannay... / Alexander Brown	1862-63	William Greaves, 1900, 1901, 1902°	
Andrew Grant	1863-64	J. M. Dick ...	1902°, 1903
A. C. Gumpert... / Alexander Stewart	1864-65	C. H. Armstrong	1904, 1905
A. J. Hunter	1865-66	H. E. E. Procter ...	1906
W. Christian ... / J. Hunter ... / Alexander Brown	1866-67	C. H. Armstrong ...	1907
		H. E. E. Procter ...	1908

(° Part year.)

Secretaries.

R. X. Murphy	1836 38	H. Brooke	1859-64
J. E. Brenan	1838	James Taylor	1864-73
R. X. Murphy	1838-41	John Gordon	1873-84
T. J. A. Scott	1841-46	David Watson (Acting)	1881-82
John Connon	1846-57	John Marshall	1884-98
John Mawson	1857-59	Frederick Nöel-Paton	1898-1905
J. A. Crowe (Acting) ..	1858 59		

J. B. LESLIE-ROGERS, appointed 1905.

Bombay Chamber of Commerce.

ANNUAL GENERAL MEETING.

The Annual General Meeting of the Members of the Bombay Chamber of Commerce was held at the office of the Chamber, Graham's Buildings, on Wednesday, 26th February 1908, at 3-30 p.m., to transact the following business :—

(1) To receive the Report of the out-going Committee for the year 1907.

(2) To confirm the nomination of the Members of the new Committee made in accordance with Section 12 of Rule VII.

(3) To amend the Rules regarding "Committees of Arbitration" and those relating to "General Disputes and Arbitrations."

(4) To appoint Auditors of the Chamber's Accounts for the year 1908.

(5) To appoint two Trustees of the Chamber's Provident Fund for the current year.

And to transact any other business that may be brought forward.

The Hon. Mr. C. H. Armstrong, Chairman of the Chamber, presided.

The following members were present:—Mr. H. E. E. Procter, Mr. D. N. Wilson and Mr. W. H. Ogston, of Messrs. Killick, Nixon & Co.; Mr. H. Courtenay Wright, of Messrs. Wallace & Co. and the Bombay Company, Ld.; Mr. Donald N. Graham and Mr. A. P. Stewart, of Messrs. W. &. A. Graham & Company; Mr. S. M. Moses, Mr. A. G. Dovey and Mr. M. S. Moses, of Messrs. David Sassoon & Co., Ld.; Mr. J. N. Metaxa, of Messrs. Ralli Brothers; Mr. N. S. Glazebrook, of Messrs. Glazebrook, Tejpal & Co.; Mr. J.

Fairclough, of Messrs. Ewart, Latham & Co.; Mr. A. Foulkes, of Messrs. Owen & Okell; Mr. John Greig, Agent, Chartered Bank of India, Australia and China; Mr. D. Carmichael, of Messrs. Mackinnon Mackenzie & Co.; Mr. A. Muirhead, General Traffic Manager, G. I. P. Railway; Mr. D. M. Inglis, of Messrs. Finlay Muir & Co.; Mr. O. Meyer, of Messrs. Gaddum & Co.; Mr. F. W. Bickel, of Messrs. Volkart Brothers; Mr. A. Leslie, of Messrs. Greaves, Cotton & Co.; Mr. W. Jeselsohn, of Messrs. Louis Dreyfus & Co.; Mr. W. D. Hall, of Messrs. Latham, Abercrombie & Co.; Mr. T. Sharples and Mr. Alex Thompson, of Messrs. Steiners, Ld.; Mr. Purshotumdas Thakordas, of Messrs. Narandas Rajaram & Co.; Mr. R. A. Willis, of Messrs. Marsland, Price & Co.; Mr. C. H. B. Forbes, of Messrs. C. H. B. Forbes & Co.; Mr. H. Gutmann, of Messrs. Gutmann & Co.; Mr. H. Holmes, of Messrs. Gysi and Kleinjung, Ld.; Mr. H. Blascheck, of Messrs. A. Blascheck & Co.; Mr. G. Ostermayer, of Messrs. M. Ostermayer & Co.; Mr. J. Black, of Messrs. Forbes, Forbes, Campbell & Co., Ld.; Mr. C. H. Wilson, C.I.E., of the Hongkong & Shanghai Banking Corporation, Mr. S. H. Taylor, of Messrs. Allen Brothers & Co.; Mr. D. H. Glade, of Messrs. Glade & Co.; Mr. J. M. Mair, of Messrs. George Service & Co.; Mr. P. Clare and Mr. Alec. E. Baird, of Messrs. Kahn & Kahn; Mr. J. Humphrey and Mr. H. Humphrey, of Messrs. Latham & Co.; Mr. C. A. Russ, of Messrs. Bell Russ & Co.; Mr. R. Furugori, of the Mitsui Busan Kaisha; Mr. Jivandas Pitamber, of Messrs. Chugondas & Co.; Mr. J. Begbie, of the Bank of Bombay; Mr. V. Milward Bason, of Messrs. Samuel, Fitz & Co., Ld; Mr. A. E. Lord, of Messrs. Lyon & Co. (Bombay), Ld.; Mr. T. Ibukiyama, of the Nipon Yusen Kaisha; Mr. J. B. Leslie-Rogers, Secretary, and Mr. C. J. Michael, Assistant Secretary of the Chamber.

The notice convening the meeting having been read by the Secretary, the Chairman, THE HON'BLE MR. C. H. ARMSTRONG, in moving the adoption of the Report, said:—

CURRENCY AND RAILWAYS.

GENTLEMEN,—The report of your Committee for the past year has been in your hands for some days and is now submitted for your approval. It deals as usual with a great variety of subjects on some of the more important of which I shall have something to say later on. Meantime I will refer for a moment to a few little

things we have done this year with a view to interesting members and the public generally in our affairs. The most important is the completion of an Index to the Annual Reports of this Chamber from the year 1836, a work which will be of very great assistance to those who are interested in the history of commercial questions. We have also published a catalogue of the books contained on the shelves in this room and of the publications we take in, and many of you, no doubt, were as surprised as I was at the large amount of interesting and valuable information possessed by this Chamber. The most popular and perhaps the most useful publication of the year is, however, a record of decisions given by the Chamber on shipping and mercantile matters generally from the year 1882. The success of this little work was immediate. Orders for a number of copies came in at once from other Chambers and from the general public, which necessitated a second edition within four months. The book has been most favourably noticed by the Press, and although owing to changed conditions some of the decisions are now antiquated, the work as a whole must always be a most valuable guide in Indian commercial matters. A short history of the Chamber which was written for the Cyclopædia of India has also been published in pamphlet form, and we have introduced into our Annual Report two pages of financial statistics dealing with the Gold Standard Reserve, the coinage, the note issue and several other matters which for ready reference will always be found very useful. We have also begun to publish a half-yearly statement of our exports to countries to supplement our weekly statement of ports of destination. The additional information is obtained from the new export pass notes and as an indication of the direction of our over-sea trade must be a much more valuable guide than the Port table we have published for so many years.

Members will pardon me, I am sure, if, on behalf of the Chamber's staff, I beg a more careful study of the many interesting returns we publish daily, weekly, and monthly. I feel certain, gentlemen, that you would be surprised if you knew of the many applications that are sent in to the Secretary for import, export and other particulars, the answers to many of which can be found in the Chamber's publications. All such enquiries will always be most promptly replied to, of course, but a good deal of work could be saved nevertheless by a more careful study of our returns.

Our membership during the year has only increased by two, but in the last three years our numbers have rapidly advanced and our total now is 105 firms, companies and individuals. Our funds have also increased and from the account submitted, you will see that we carry forward a balance of over one lakh. We have had a record year in measurements, nearly three million packages having been dealt with, giving net fees of over Rs. 60,000 against ten years ago, 1¾ million packages with Rs. 34,000 as the nett fees. I fear, this year, we shall not do so well, but during the past twelve months notwithstanding increased expenditure on our staff and a contribution of over Rs. 2,000 to the new Provident Fund, we have increased our balance by over Rs. 10,000, which, I hope, some of these days, we may be able to devote to the building of suitable premises for this Chamber which, I think, it is high time we provided.

The past year, gentlemen, will probably be known hereafter as one of Government Commissions. The first we had to deal with was the Royal Commission on Shipping Rings, and at the end of a short report on the subject to Government we advised that as regards shipping combinations trading with the Port of Bombay, all we "felt able to say was that they had not been injurious to trade." The Royal Commission on Decentralisation is still with us, but evidence has not yet been taken in Bombay. The Factory Labour Commission spent some time in this City, but, as a Chamber, we did not give evidence, for it was obvious that divergent views on several of the questions to be considered were held by our members. This Commission is undoubtedly a very important one for India and its decisions are being awaited with much interest.

The Railway Finance Commission has been a disappointment. It was understood at one time that three of its members would visit India this cold weather, and we were very anxious to see them as we felt we had a great deal to say, but after a lot of uncertainty, a local investigation which would have been most valuable, was abandoned, and we were invited, if we cared to do so, to answer or comment upon certain questions which had been submitted to the Commission. This Commission, gentlemen, is dealing, mainly with railway finance and the position of the Railway Board, and was not appointed for the same purpose as Mr. Robertson's enquiry, which dealt with matters of working. All the same, an immense amount of very useful

information could have been secured locally which must have added to the value of the final report which has not yet been issued.

Many matters of local interest not touched on in the report have been discussed by your Committee during the year. Regret has often been expressed at the constant mutilations in Reuter's Commercial Service, and at the non-receipt in due time of important quotations which have been received in almost the ordinary course by private telegrams. The local telephone service has also been under consideration on complaints by members, and whilst it is quite possible that users are sometimes at fault in not carefully following the rules, the feeling is that operators are often careless and sometimes inattentive, and this naturally causes annoyance. I trust and feel sure that everything will be done by the managements of Reuter and of the Telephone Co. to give efficient services which are of so much importance to the commercial community of Bombay.

East India Committee.

One of the earliest matters dealt with by your Committee was a proposal put forward by the Bengal Chamber of Commerce for the establishment of an East India Committee in London. The idea was that this Committee should represent to the Government at Home commercial and industrial questions on which the Indian Chambers held strong views which might not be altogether acceptable to the authorities in this country. The idea was approved by other Indian Chambers, but your Committee objected on the ground that the prestige of Indian Chambers would be weakened by the formation of such a body. We felt also that with such a body in existence the authorities in this country might not always be inclined to treat local Chambers with the same consideration as formerly, and we strongly objected to the proposal that on any disputable question a majority of the East India Committee would carry the point. It appeared to us that if this was so, the opinion of this Chamber on some very important subject, such for instance, as the fiscal question or a tariff or railway matter, might be lost sight of, and that a wrong impression would be created by a representation made in London on a majority vote of the London Committee. We also felt that members at Home could not always be in full touch with opinions on this side and that an immense amount of correspond-

ence and explanation would be necessary. I am glad to say that similar views were expressed by a number of gentlemen experienced in Indian affairs now residing in London, and when this was known the project was dropped.

Registering Partnerships.

As regards the Bill for the Registration of Partnerships which is now quite an old friend, I hope we have advanced a stage during the past year, but as to this I am not very certain. In February the Bengal Chamber submitted a draft Bill for our consideration, and after consulting with our Solicitors and taking Counsel's opinion, we replied suggesting a number of alterations, some of them very material. The Bengal Chamber did not reply to our representation but sent in their draft Bill to Government very much on the lines of the copy they had submitted to us. As, however, we differed on several important points we thought it best to submit to Government a draft Bill of our own, and this we have done and now await a reply. One very important matter in the Bill as originally drafted is a disability clause which prevents a firm or partnership from suing for a debt unless such firm or partnership has been registered. You will realise that if everyone who carries on business in this country is to be registered, and by everyone I mean traders of all kinds and shopkeepers of whom there are many thousands, that the working of the Act will become a matter of great difficulty. Recognising that there are thousands of small traders whose transactions with any one individual do not aggregate a large sum, your Committee suggested a few years ago—the suggestion in fact was one of my own—that nothing in the Act should prevent a trading concern that was not registered from suing for a debt up to a small amount—the idea was Rs. 500, but the exact figure was not settled, and I would be quite willing to see this amount increased. Your Committee felt that a provision of this kind would exclude a very large number of petty traders in a non-commercial sense to whom registration and the notification of changes in partnerships and so forth would prove somewhat of a nuisance and perhaps be misunderstood. It was also felt that by excluding these people the working of the Act would become very much simpler and that there was more chance therefore of its being a success. I am sorry to say the Bengal Chamber have not yet adopted this proposal, but my idea is that our suggestion is one that

we should press, for, unless it is adopted, the Act may be unworkable owing to the enormous number of people who will have to be registered.

Short Reeling.

The question of the short reeling of yarns has again engaged our attention, and I am sorry to say we have made very little progress. We took up the matter with Government on a report from Singapore of some scandalously reeled yarns which had been shipped from this market for sale there. In some of the bundles the hanks measured less than 600 yards, and although the number on the paper was "40" and the bundles were made up in 40 knots, the actual count was only about 15s. We drew the attention of Government to this in August and urged that immediate action should be taken to prevent such shipments leaving this port, but their reply was only received by your Committee a month ago, and nothing, I regret, has yet been done to put a stop to this scandalous practice. It does seem strange that when the Customs prevent the importation of short reeled yarns they will not take prompt measures to stop the export of bales such as I have described, which are undoubtedly fraudulent and made up with the object of deceiving. I admit difficulties in reeling in this country for which full allowance should be made, but yarns such as I have described are a disgrace, and shippers of such threads and their suppliers should be severely dealt with.

Railway Finance.

In the early part of July it was intimated that the Railway Board would receive another million sterling for the financial year 1907-08 towards the purchase of rolling stock and that this amount would be taken from the profits on coinage during the year, which otherwise would have gone to swell the investments in the Gold Standard Reserve. On hearing of this, your Committee at once objected on the ground that a point had not yet been reached which guaranteed absolute safety as regards the currency, and that until this was so it was not right to divert profits on coinage to any other purpose. Your Committee recognised of course that money was badly needed for the purchase of rolling stock and that it was a difficult matter to raise funds in London, but at the same time they held the view, which I think has been fully confirmed by recent events, that the Gold Standard Reserve was not yet large enough, and that confidence

in the stability of our currency might be shaken if at this stage profits on coinage were diverted to any other purpose. You are of course aware, gentlemen, that this Gold Standard Reserve is not held in Gold. It is invested for the sake of interest in gold securities, but successive Committees of this Chamber have held the view that this fund should be held largely in gold and be retained in this country. This view, however, is apparently not acceptable, but in the light of recent events and the nervousness which was displayed in dealing with the fall in Exchange, it is clear the general position would be much strengthened if the funds were held in gold. The first check to the favourable balance of trade of the past few years was sufficient to demonstrate how necessary it is to have larger reserves in gold than we now possess, for I take it that if the quantity available had been large when the demand for the metal for export recently arose there would have been less disposition to curtail supplies. Under existing conditions the only means of providing a further stock of gold is to be found in the Gold Standard Reserve and unfortunately this reserve does not consist of gold.

Currency and Exchange.

This leads me to touch on the way in which Government dealt with the fall in exchange alluded to. The policy of the Government of India in such a contingency is to stop the sale of Council Bills. Now this policy was tried with disastrous results in 1893 when it will be remembered Government held up Councils for a certain rate of exchange for several months. What happened? They sold extremely little, their rupee cash balances swelled to a very large sum while their sterling cash reserves were exhausted and recourse had to be had to heavy borrowing in London to replenish them. And after all Government were compelled to abandon the attempt to maintain exchange by declining to sell their bills under a stated rate, the result being an almost perpendicular drop in rates to under thirteen pence. I am far from alleging that there is any likelihood of a repetition of that experience. The resources held by Government, if wisely used, will doubtless prevent that. But I refer to it now for the purpose of pointing out that the mere cessation of Council Bill sales cannot always be relied upon to correct an adverse trade balance. It may be argued that on the recent occasion when this policy was brought into play it was successful inasmuch as it brought up the rate of exchange to gold point within a very short

period. But the fact remains that exchange did fall below gold point, however temporarily, and all the merit that can be claimed for the method employed to check the fall was that it did "on that occasion" eventually lift the rate to gold point. Now it is not enough to have a policy which will eventually resuscitate exchange from any depths, great or small, to which it may fall. What is wanted is some way of constantly, and continuously, preventing a fall below gold point, otherwise there can be no confidence in the stability of exchange. I hope I have said enough to show that reliance on the cessation of Council Bill sales alone is not enough to meet the contingency of an adverse balance of trade as indicated by a rate of exchange below gold point. The only really satisfactory support is an adequate supply of gold for export available on demand. When exchange recently fell to gold export point enquiries for gold at the Currency Department elicited the information that a limit had been placed on the amount of gold that could be issued to each applicant. Gold was not refused but only a comparatively small sum was available to each applicant. There lies a serious menace to the Gold Standard. If the standard is to be constantly and continuously, maintained there must be no limit on the quantity of gold available for export. Had gold been given for export freely and without limit there would have been no drop in exchange below gold point, the credit of the standard would have been maintained and doubt and uneasiness on the subject of exchange would not have been engendered in the minds of the public. We have accumulated during years of exceptional prosperity and with some rapidity large reserves, and when conditions are less favourable these reserves should be brought freely and promptly into play for the maintenance of exchange at its gold value. If this is not done, we none of us know what may happen. We are traders in this country basing our calculations on a rate of exchange which we have always understood Government intended to uphold. Many of us are interested in ventures for which Home investors have supplied the capital on the understanding also that exchange will be maintained at 1*s.*-4*d.*, and your Committee held the view, which I think is generally shared, that Government having accumulated these reserves, not as I maintain for the benefit of the Secretary of State only, but of the community generally, they should make available immediately all the resources in their hands to prevent exchange falling below gold point. Their hesitation to do this lately has created

a feeling of uncertainty which, unless we have some decided declaration on the point very shortly, must continue to exist, and there is a good deal of nervousness just now as to what may happen two or three months hence when owing to a deficient rainfall our exports will be much less than usual, and owing to excessive imports the balance of trade may be against us. It seems to me that our currency scheme will never be perfect until it is automatic in its working, that is to say, that when exchange shows a tendency to fall below gold point, gold in reserve should be freely made available for export. If this is not done exchange may in an adverse season fall considerably as it did some years ago, and this would be a very serious matter for traders in imported goods and for those who have invested money in this country. It would also tend to keep capital out of the country, which would be a very great misfortune, as we want all we can get for the development of our railways, our industries and our agriculture.

Bombay Docks.

During the year the attention of your Committee was drawn on several occasions by members to the great difficulties experienced by shippers towards the end of last season in the Docks owing to a scarcity of shed room and to an insufficient supply of labour. The position is so well-known to all of you that I need hardly go into details. Shipments at the end of the season were no doubt exceptionally heavy, and as the sheds were blocked with import cargo the result was great confusion, which caused much inconvenience and loss. The subject has engaged the very serious attention of your Committee on several occasions, and the Port Trust have been addressed on the matter. A full reply dealing with the whole question has not yet been received, but I can assure you that the matter is being most carefully dealt with by the Chairman of the Port Trust, and I am confident that in a very short time a scheme will be put forward which will greatly improve working methods and so prevent the likelihood of a similar state of affairs at a future date. There is, however, no doubt, gentlemen, that our trade has outgrown our present facilities, and it will be a very good thing for all of us when the new Docks are ready. Unfortunately, as many of us know to our cost, the import trade lately has been very much overdone. The result is an enormous stock of goods in the Port Trust Warehouses, owing to which difficulty has been experienced in clearing the Tran-

sit Sheds. Owing to this exporters have been very seriously inconvenienced, and there can be no doubt that the whole system as regards goods in the transit sheds must be altered, and packages must not be allowed to lie there on any conditions. Importers in fact must be forced to clear their goods through the Customs on arrival, so that the sheds may not be blocked with unclaimed packages which hamper the work of the Dock staff and of those who desire to obtain delivery of their supplies. If consignees will not do this they must not be surprised if charges on their goods are further increased for the rapid clearance of the Transit Sheds is imperative and must be arranged for. Proposals, I understand, are likely to come shortly before the Port Trustees for their consideration, which will provide for a very considerable increase of godown accommodation for imported goods near the Docks with the object of rapidly clearing the sheds. It will also be proposed, I believe, that the Port Trust shall employ several hundred labourers of their own to assist at any time when extra labour is needed, and this will be very advantageous to those who use the Dock. A great deal of detail work has however to be dealt with in arranging these matters. It will be necessary in all probability to provide housing accommodation for these men, and many other points require very careful consideration. If, however, it can be arranged that the Transit Sheds shall be rapidly cleared many of the difficulties complained of will, I think, disappear. The question of labour in the Docks is also, however, a most important one and must be dealt with on broad lines in the interests of trade generally.

As regards the new Docks I am glad to be able to report much more satisfactory progress. For some time as you know the work was very much behind hand, great difficulties having been experienced since the start in obtaining labour. For some months now this difficulty has to a large extent been overcome, and at the present time there are about 12,000 labourers on the works, including those employed at the quarries at Elephanta. Along with the other Trustees I visited the new Dock only a few days ago and was surprised at the rapid progress that has been made in the last two months. The Contractors assured me that the work will be completed within contract time, which is June 1911. I hope, gentlemen, that Contractors as a rule are not oversanguine people, for we badly need the increased accommodation which this Dock will give us with its Transit Sheds and Warehouses, and 3¼ years is still some

time to look forward to. I understand however that the Contractors have not yet given up all hope of earning a bonus for earlier completion of the work and I shall be very glad indeed if eventually this is earned, but I fear it is hardly likely. The additional shed and warehouse accommodation which this new Dock will give us will be of very great value to trade generally. In the meantime we shall have to do the best we can with the two Docks we now have, which however as we all know are not large enough during a period of very active trade, though much, I believe, can be done by thoroughly overhauling the present system and by increased supervision and additional labour to help us over the next few years until the new Docks are ready for our steadily increasing trade.

Railway Matters.

On Railway matters generally—a very important topic as a rule—I have not very much to say. At our meeting last year the difficulty of obtaining wagons for cotton and other exportable produce, which was a very serious matter for many of us, was very fully dealt with and as Government have realised this the position must improve before long as large supplies are now on order. But whilst a greatly increased number of wagons is an absolute necessity, means must at the same time be provided to pass traffic along with much greater expedition or trade will not benefit to the full extent in times of pressure. The view taken, therefore, by your Committee at an interview they had a short time ago, with the Hon'ble Mr. Finlay, was that new lines should not be pressed at present, but that everything should be done to bring up existing lines to their full capacity, the opinion being that if the present main lines were fully equipped a great deal more work could be got out of them. It was also held that in preference to new lines existing tracks should be doubled where necessary, as this would enable traffic to be passed along at much greater speed. In reply to the questions which were put before us by the Railway Finance Commission we advised that we considered that the existing dissatisfaction with the Railway administration in India might be set down to defective financial arrangements and to faulty administration. We considered that in recent years the amounts allotted for construction and equipment had not been sufficient for the needs of the country, and we pointed out that when an allotment had once been made to a Railway Company, it should not in our opinion be withdrawn if unspent at the end of the financial year. We held that all such allotments should

be invested in the Railway Board and that unspent balances should be earmarked for particular purposes or handed over to the Company for whose benefit the money had been allotted. As regards the Railway Board, we pointed out that in our opinion successful working had been interfered with by the fact that the Board was a sub-department of the Department of Commerce and Industry, and we gave it as our opinion that the Board in future should have a free hand in general administrative work, that it should be separated entirely from Commerce and Industry, and that the President of the Board should have a seat upon the Viceroy's Council. I hope, if this is done, the Railway Board will be able to take a more independent position than it has done in the past, and that confining itself mainly to matters of policy on broad lines it will leave matters of detail to a large extent to the different Railway Administrations.

On the question of raising money, without which railway development cannot proceed, we must await the report of the Commission now sitting. If the system of financing can be made more elastic, a great impetus will probably be given to railway development and equipment, and as our railways are profitable undertakings, and if fully equipped would be more profitable, investors and promoters might surely be offered more favourable terms than at present. This is a point the Commission must be considering, and as so much depends on a wise decision the report is being looked forward to and will be read with great interest, more especially as during the coming financial year, owing to the scarcity now existing, a smaller sum may possibly be available for railway purposes.

Town Duties.

You will have seen from the recent debate in the Corporation that the question of local Octroi duties has engaged the attention of your Committee during the year, and I was very glad to find that at the debate above referred to many members of the Corporation did not share the economic fallacies of the Chairman of the Standing Committee. In a letter which your Committee addressed to Government a few months ago, they contended that the food of the people should be freed from local taxation, and I am glad to think that this view is generally accepted not only in the Corporation Hall but by the community generally. It certainly does seem

strange that in a wealthy city like Bombay, with the property tax at its minimum, it should be necessary to impose taxes upon food. The whole system of Octroi duties is, in my opinion, objectionable, and it is without doubt a very wasteful form of raising money. In a letter which your Committee addressed to the Commissioner early in the year, they pointed out that as regards sugar, out of 14⅓ lakhs collected in the year ending 31st March, 1906, 12½ lakhs were refunded, and that out of the nett amount received of Rs. 1,30,000, a sum of nearly Rs. 61,000 was disbursed in expenses which left a nett profit to the Municipality of less than 1¼ lakhs. I am sure, gentlemen, you will agree with me that any system of taxation which can show a result of this kind must be wrong. In this connection, although I do not wish to detain you, I would like to quote the remarks which were made on this subject by Sir Steyning Edgerley at the Budget meeting which was held in Poona at the end of June. In referring to this question of Town duties, Sir Steyning remarked that "if you can do without Octroi taxation you ought to." "There is no doubt," he added "that it can hardly be imposed in a form which does not interfere with trade, and if you can raise money in other ways it is better to do so. Next if Octroi in itself is not a very good form of taxation, but helps to raise revenues where money is essential, then it becomes a much worse thing when a great deal of the revenue raised is to be spent in giving refunds." I hope the new Committee will continue to press this question on the lines laid down by your Committee during the past year. As I have said, the food of the people should not be taxed and revenue should not be raised at an abnormal cost. I cannot see why in this respect Bombay should be behind other Presidency towns in India, and I can only hope, therefore, that before very long this objectionable and wasteful form of taxation will be done away with.

Legislative Councils.

The question of an enlargement of the Councils has also engaged our attention, and whilst in our reply we sympathised with the view held by the Government of India that it is desirable that the natives of this country should be given wider opportunities of expressing their views on administrative matters, we were not able to be very enthusiastic over the proposals that have been put for-

ward for consideration, as we very much doubt whether they will really give the community generally much greater opportunities than they have at present of dealing with their own affairs. The point however that we particularly urged was that if the Councils are enlarged, non-official Europeans in this country should be given more representation, our view being that the interests of Europeans are very important in many ways, and that as Government appear anxious that minorities should be fully represented, the non-official Europeans have a very good claim to consideration in this respect.

Bombay Communications.

One of the most interesting matters dealt with at the close of the year was a letter which was addressed to us by the Bombay Government in connection with the numerous important schemes for the development of Bombay City and the improvement of communications in the Island. It is hardly necessary for me to deal with this matter at any length, as our reply appeared in print only a few days ago. This question is however a most interesting and important one, and I hope very much that it will be taken up seriously by Government and that a scheme on broad lines will be the result. I know very well that His Excellency Sir George Clarke has this matter very much at heart, and I feel confident that the unprejudiced mind he can bring to bear upon the many important questions that need settlement will prove of the very greatest value. So far as business is concerned, trade will secure almost all it needs when the New Docks are opened and the large reclamation has been completed at Mazagon. We can therefore deal with this question from the point of view of the good of the City, as we have no particular interests of our own to push forward. We are very anxious of course for Railway communication between the centre of the Fort and Mazagon, and I hope that the scheme which has lately been put forward, as was suggested by this Chamber three years ago, will be found practicable, and that the question of whether such a line would be immediately profitable will not be allowed to stand in the way of what after all is a necessity. If an overhead railway to Mazagon is decided upon it could be extended in various directions for the benefit of those who live outside the City, and could also eventually be carried to Trombay along the new Reclamation which is now being started at Mazagon, and which when complete will give the trade the increased accommodation it

badly needs for Cotton, Grain, and many other things. It is, I think, quite clear to everyone that one of the most desirable improvements would be a broad avenue running right through the centre of the native Town, and I am assured on most excellent authority that the net cost to the City of widening Abdul Rehman Street would not be by any means an excessive amount, about 25 lakhs in fact. It is most necessary that free communication should be established with the Northern parts of the Island, and until this is done I doubt if our Tramway system will have fair play, for unless the people can get out in reasonable time to Mahim and surrounding districts, it will be very difficult for the population to spread, as it is so very necessary they should do. With wide roads and improved communications by Electric Tram and by Rail, Bombay as a city might, in a few years, be a very different place to what it is now. My feeling is that if a broad scheme for the improvement of the City is not drawn up at once and the work promptly taken in hand that the opportunity will be lost for ever. It is a pity, of course, that we have not dealt with this matter seriously in the past, for it has been apparent to many of us for a very long time that something in this direction should be done, and we all welcome the action which has been taken so promptly by our new Governor, in bringing this question to the serious notice of the different interests concerned. We do not wish to tread upon anybody's toes nor do we wish to seriously inconvenience any large section of the population. What, however, I think all the leading citizens of Bombay desire is that the City should be developed on broad lines and that changes that are decided upon should be in the interests of the population as a whole. There is a very great deal that can be done if we would only regard the matter broadly, and if we do not do this we shall fail in our endeavours to make Bombay a City capable of accommodating satisfactorily the increased population of years to come.

These, gentlemen, are the principal matters dealt with by your Committee during the year, and my concluding remark must be an acknowledgment of the good work done by the Chamber's staff during the twelve months. The Index, to which I have referred, was a very heavy piece of work which threw a great deal of extra labour upon the secretarial and clerical staff, and to them as well as to the measurement and statistical departments our best thanks are due. (Applause.)

I now beg to move—"**That the Report of the Committee of the Bombay Chamber of Commerce for the year 1907 be adopted and confirmed.**"

Mr. Donald N. Graham said that after the very exhaustive address delivered by the Chairman, it was unnecessary for him to further detain them. He formally seconded the proposition.

Mr. H. E. E. Procter said :—Gentlemen,—In supporting the adoption of the report, it is not necessary for me to say much after the exhaustive manner in which our Chairman has dealt with the matters under review, but I should like to refer to a few of the matters that seem to me to call for special notice. Our Chairman has dealt fully with the Gold Standard Reserve question, and I will only add that what has taken place during the last few months, has fully justified the action your Committee took at the beginning of last year. As to the question of octroi, I quite agree with the action taken by the Committee, and think we should continue to press for its abolition. As regards the difficulties in connection with the congestion in the Docks, which our Chairman has referred to, I need only say that this matter shall receive the careful attention of the incoming Committee, as we all realise what an important matter it is to Bombay. Those of you who were present, like myself, at the general meeting in 1898, will remember the impassioned address delivered by Mr. Gilbert in favour of inoculation, calling upon Government to encourage and offer every facility to the people to resort to inoculation as the only remedy against plague. You will remember how ably he was supported by Mr. Rimington, Mr. Moses and Mr. Symons, and how the resolution was carried unanimously. You will also remember the guarded reply we received from Government who stated that inoculation was still in the experimental stage. This Chamber has all along strongly advocated the efficacy of inoculation as the only remedy against plague, and in 1903, feeling that it had certainly got beyond the experimental stage, they again addressed Government pointing out the serious effects on trade caused by plague, and again asking Government to do all in their power to encourage inoculation. This letter remained unanswered up till now, and it must therefore be a matter of great satisfaction to this Chamber to see the whole-hearted manner in which His Excellency Sir George Clarke has declared himself on the side of inoculation as the only efficacious

remedy against plague, and I only trust that his action will result in a large increase in inoculation throughout the Presidency. It is also gratifying to see at the same time that His Excellency's Government has removed the medical inspection on the Coast, seeing how harassing it was to passengers without really attaining any good results.

Deficiency in Rolling Stock.

As regards the deficiency in rolling stock, our Chairman thinks that as Government have realised the gravity of the situation, the position should improve shortly, but I am not at all sure myself whether they have grasped its seriousness. Anyhow, the position to-day is not really much better than it was a year ago, and had we had a season this year, anything like that of last year, the position would have been most serious. As it is, I ascertained, when in Calcutta last month, that the position, as far as the supply of wagons for coal was concerned, was worse than it ever had been before, owing probably to the demand on account of the famine traffic, and there is no doubt that the present inflated price of coal is due principally to the insufficient wagon supply. In other words, we are paying about Rs. 3 a ton more for our coal, because there are not sufficient wagons to cope with the trade. I may mention, as a specific instance, that a Steam Tramway in the Central Provinces, in connection with manganese mines there, which only requires 300 tons a month, has been told by its suppliers that they are absolutely unable to get a wagon from the Bengal-Nagpur Railway, and suggest that they should obtain their coal from Bombay! It is true that more wagons have been ordered, but I happen to know that last year one of the largest firms of wagon makers in England offered the India Office to supply 10,000 wagons for India by the 30th of September 1908, at a very reasonable price, and to accept payment in five-year bonds, carrying 3½ per cent. interest. This offer was refused, but it seems to me that if Government had grasped the situation, they would gladly have accepted an offer which would have relieved the situation certainly more rapidly than it is being relieved now and on a much sounder financial basis than borrowing from the Gold Standard Reserve.

Railway Finance.

With regard to the reply sent by your Committee to the Government of India regarding railway finance; while agreeing with

it as far as it goes, it seems to me it has missed out the most important point from this Chamber's point of view. This Chamber has, from its commencement, been a strong advocate of the development of railways through private enterprise. They have pressed this in season and out of season, and now when for the first time we are asked our opinion as to by what methods funds should be raised for railway construction, we send in a reply without even a reference to private enterprise. It seems to me that if one thing more than another has been demonstrated during the last few years, it is that the Government of India is unable to provide funds for the development of its railway system at a rate to keep pace with the requirements of of trade. I think the first people to admit this would be the members of the Railway Board themselves. When the developmemt of railways is entirely dependent upon a programme which is always liable to be curtailed by famine or other special circumstances requiring funds, it stands to reason that it cannot be satisfactory, and, while I quite agree with the proposals for giving the main lines increased powers so as to be enabled to raise their own funds for improving and developing their own systems, I think every encouragement should be given to private enterprise to come forward and construct feeder lines. It seems to me that if the whole railway system in India, including feeder lines, is to be entirely constructed by Government, then many feeder lines, which are urgently wanted, will not be built for years to come. To my mind, the subject is so important that I almost think we should address a supplementary letter to the Secretary of State on this point.

The report was then adopted.

Mr. S. M. Moses said:—Mr. Chairman and Gentlemen,—For some years past I have had the honour of being entrusted with the pleasant duty of proposing the vote of thanks to the retiring Committee. But to-day I am sorry to say that this will be the last occasion on which I shall have the pleasure of exercising that privilege. It is no small matter for a Committee of gentlemen, representing the various branches of Commerce and Industry, to sacrifice, in addition to their own business, a good deal of their valuable time by coming here every week and deliberating upon the multifarious questions of commercial interest that come before them for their consideration and disposal, and, furthermore, to work on the Special Committees which take up still more of their time. Judging from the report that

is placed before us, I find their labour was onerous last year, and their actions have met with our approval. I, therefore, on behalf of the Members of this Chamber, offer them our grateful thanks.

But before submitting the proposal formally for your adoption, I may be permitted to say a few words on matters which I trust may be of some interest to the Members of this Chamber.

The Mill Industry.

At the close of 1906, you are aware that a crisis of great magnitude passed over the China markets by the failure of the native dealers and compradores. We were sanguinely expecting that when Manchuria opened there would be a great outlet for our Twist, but we were doomed to disappointment. The benefits derived were reaped mainly by the Japanese. So far from finding an outlet for our goods there, we were actually debarred from sending some of the Twist which was formerly consumed at Newchwang; this was replaced by Japanese Yarn. Our exports of Twist to China last year were materially curtailed as compared with 1906 (in 1906—5,96,926 bales, and in 1907—4,12,127 bales or a decrease of 1,84,799 bales) owing to the Japanese competition on the one hand, and the famine in some parts of China on the other. The mills would have fared worse had it not been for the timely demand that sprang up for our Twist from the Syrian Ports and even at Manchester, which took off 75,000 bales from our Market and gave a tone to the China Markets. But the demand was unhappily short-lived; because, it is stated, our Mills either could not, or would not, produce Yarn of the quality and strength that is required for those Markets; at any rate they were wanting in quality, and the demand ceased. Latterly, the trade suffered severely by the fall in Exchange. In August it was Rs. 230 per 100 Taels in Shanghai and in December Rs. 178½, a difference of 20 per cent. Since then it has been going up and down Rs. 10 per week for every 100 Taels. Gentlemen, no trade in the world could stand such violent fluctuation. The only remedy to bring about a healthy trade in our relations with China would be, in my humble opinion, the establishment of

A Gold Standard in China.

I admit the difficulties in accomplishing this object; but they are not insurmountable. The *entente cordiale* now existing between us

and the Chinese is such that our Home Government are willing to sacrifice the opium revenue of India, amounting to about six millions sterling annualy, besides throwing thousands of ryots out of employment, to satisfy the susceptibilities of the Chinese; and that without the slightest guarantee that the production of Opium in China will be similarly curtailed. I maintain that it would be practically impossible to stop the cultivation of Opium in China, as it is carried on over such vast areas of villages and fields that the Chinese Government, even if they had the will, would not have the power to prevent it. I hope therefore that in justice to our Indian taxpayer the deficit in our Opium Revenue will be made up by the Home Government. Under these circumstances, I think that it is an opportune moment for our Government to approach the Chinese with a view to persuade them to appoint a Financier of the stamp of Lord Cromer to take in hand and advise them as to the method of introducing a Gold Standard, when its success will be ensured. In the first place, it would be necessary to have one uniform Silver Currency in all China—it is immaterial whether Taels or Dollars. When that is done, we know from experience of India and Singapore what a small quantity of actual Gold is required to be in circulation to establish a Gold Standard. A moderate amount of gold could be introduced into China for circulation by raising a Gold Loan sufficient for that purpose. Such an event would not only benefit foreigners, but it would have a beneficial effect on the exports of tea and silk from China.

Council Bills.

The position of Government with regard to their reserves of Silver and sale of Council Bills is an unenviable one at the present time. Not many months ago Government were busy buying Silver at high prices in pursuance of their scheme to hold six crores of rupees in reserve to meet demands which they had become accustomed to be called upon to meet of late years at short notice. And as soon as they had achieved their purpose, the main prop of the Silver Market was removed, and the great slump occurred, bringing with it the upset to the China Exchanges and the demoralization of our Trade with the Far East; but fortunately some support has been obtained latterly from Mexico, Germany and America. Six crores of rupees worth of silver at something over thirty pence per ounce is a heavy load to carry at a time when Gold is going to a premium and rupees

to a discount. But that is not the whole of the trouble. Government are not able to sell their Council Bills to fill their requirements. They have still some £3¼ millions to sell before the 31st March, and, owing to the failure of rain, exports this season are so small that there is a great scarcity of private Bills, a fair demand existing for Bank Bills, and consequently there is very little enquiry for Councils. So that it looks as if Council Bills awaiting sale must accumulate until our Exports recover, with the result that Government are likely to be largely over-provided with Silver, even apart from the special reserve of six crores. This is an unfortunate state of affairs, because any embarrassment to Government finances must affect the business community sooner or later, and the effect upon the foreign Exchanges will be watched with much anxiety. Not long ago the stability of Exchange was threatened owing to mismanagement of the Gold Reserve, and although there has been a recovery, the outlook is still ominous.

This being the last time I shall have the pleasure of addressing this Chamber, I should like to express my gratification at its ever-increasing influence, both with the commercial community and with the Government. There is no doubt, gentlemen, that in you is vested great power for the improvement and extension of the commerce of this City, and, in taking leave of you, I wish you every success in your endeavours to that end. With these remarks, I beg to propose **"That the thanks of the Chamber be tendered to the Chairman, Deputy-Chairman and the outgoing Committee for their able conduct of the affairs of this Chamber during the past year."** (Applause.)

The proposition was seconded by **Mr. J. N. Metaxa** and carried.

It was then proposed by **Mr. N. S. Glazebrook**, seconded by **Mr. J. Fairclough** and agreed—**"That the following gentlemen be elected members of the Committee of the Bombay Chamber of Commerce for the year 1908 :—Messrs. F. W. Bickel, J. Greig, J. N. Metaxa, J. S. Wardlaw Milne, W. C. Symes, A. P. Stewart, and Major A. D. G. Shelley, R.E."**

It was proposed by **the Chairman** seconded by **Mr. H. E. E. Procter** and carried—**"That Rules 12 and 13 of the Rules for Committees of Arbitration be amended as follows :—**

"Rule 12. A minimum fee of Rs. 30 shall be payable to the Secretary of the Chamber by each of the parties to the

arbitration on filing their case, and shall be distributed as follows:—Not less than Rs. 15 to the general funds of the Chamber and the remainder equally among the arbitrators."

"Rule 13. In a case involving a larger fee than Rs 30 from each party, the same shall be fixed by the General Committee who shall also decide as to the distribution. Any extra expenses incurred shall be borne by the disputants."

"That the words "*other than those relating to piece-goods*" in connection with the rules regarding General Disputes and Arbitrations be deleted."

The Chairman proposed and Mr. A. P. Stewart seconded and it was resolved—"That Messrs. A. F. Ferguson and Co. be re-elected Auditors of the Chamber's accounts for the year 1908 on a remuneration of Rs. 150."

The Chairman proposed, Mr. John Greig seconded, and it was resolved—"That Messrs. H. E. E. Procter and H. Courtenay Wright be elected Trustees of the Chamber's Provident Fund for the current year."

After the usual vote of thanks to the Chairman, the meeting dispersed.

Bombay Chamber of Commerce.

ANNUAL REPORT.

"INDEX" TO THE ANNUAL REPORTS OF THE CHAMBER OF COMMERCE, 1836—1905.

A full account of this useful work is given in the 1906 Annual Report. Since then the volume has been available to members and the public generally.

It may here be explained that the Chamber's Library contains a complete set of Annual Reports for the last 70 odd years, and that these are available for inspection and perusal. The present "Index" will therefore be invaluable to all in pursuit of information whether they are in possession of the said Reports or not, as the subject matter indicated in it can always be verified by a reference to the Library.

ELECTION OF CHAIRMAN OF THE CHAMBER FOR 1908.

The annual ballot for the office of Chairman took place on the 14th and 15th January 1908 and resulted in the election of **Mr. H. E. E. Procter** as Chairman for the current year.

ELECTION OF DEPUTY CHAIRMAN FOR 1908.

The ballot for this office took place on the 21st and 22nd January 1908 and resulted in the election of **Mr. H. Courtenay Wright.**

PORT TRUST.

REPRESENTATION OF THE CHAMBER ON THE BOARD.

Mr. H. E. E. Procter and Mr. W. C. Symes, whose term of office on the Board expired on 31st March 1907, were both re-elected as representatives of the Chamber for a further period of two years.

Mr. R. G. Monteath resigned his seat on the 27th March 1907, and **Mr. Duncan Carmichael** was elected to fill the vacancy.

Mr. F. W. Bickel and Mr. H. E. E. Procter proceeded to Europe on leave of absence from the Board meetings for 6 months and 8 months (from 1st April and 6th April 1907, respectively), and **Mr. Herbert R. Greaves** and **Mr. Donald N. Graham** were elected to act for them during their absence.

MUNICIPAL CORPORATION.

The triennial election of two Members to represent the Chamber in the Municipal Corporation took place on the 7th February 1907, and resulted in the re-appointment of **Mr. C. H. B. Forbes** and **Mr. A. M. Tod.** In the month of May, however, Mr. Forbes was compelled to resign his seat owing to ill health, and **Mr. J. S. Wardlaw Milne** was elected to fill the vacancy.

LEGISLATIVE COUNCIL OF THE GOVERNOR OF BOMBAY.

CHAMBER'S REPRESENTATIVE.

In accordance with the Rules passed at the General Meeting of the Bombay Chamber of Commerce on 10th May 1893, the Committee appointed the 10th April 1907 for the purpose of balloting for a representative of the Chamber to be recommended to His Excellency the Governor of Bombay for nomination as an additional Member of Council under the Indian Councils Act, 1892, in the room of **Mr. H. E. E. Procter**, who had resigned his seat.

The balloting took place in due course and resulted in the election of the Chairman, **Mr. C. H. Armstrong**, who was therefore recommended to His Excellency, and on 17th April 1907 the nomination was duly made.

NEW MEMBERS OF THE CHAMBER.

The total number of Members on the rolls of the Chamber on the 31st December 1907 was 105, compared with 103 at the end of 1906. The following are the names of those elected during the year under report :—

Messrs. Ruttonsey, Denso & Co., proposed by Messrs. Volkart Brothers, and seconded by Messrs. Killick, Nixon & Co.

Messrs. Gutmann & Co., proposed by the National Bank of India, Limited, and seconded by the Comptoir National D'Escompte de Paris.

The Bank of India, Limited, proposed by the Mercantile Bank of India, Limited, and seconded by the Chartered Bank of India, Australia & China.

Messrs. A. Moritz & Co., proposed by the Chartered Bank of India, Australia and China, and seconded by Messrs. Glade & Co.

The following ceased to be Members :—

Messrs. Tribhovandas Vurjeevandas & Co.
Messrs. Blackie & Son, Limited.

SUB-COMMITTEES.

In accordance with the procedure instituted in 1906, the following Sub-Committees were appointed to act during the year 1907 :—

IMPORT SUB-COMMITTEE.

The Hon'ble Mr. C. H. Armstrong.
O. Schilizzi, Esq.
J. St. John Graham, Esq.
H. P. Hebblethwaite, Esq.
H. Kreis, Esq.
A. Foulkes, Esq.

FINANCE SUB-COMMITTEE.

The Hon'ble Mr. C. H. Armstrong
Donald N. Graham, Esq.
Robert Aitken, Esq.
W. A. M. Lattey, Esq.
George Miller, Esq.

RAILWAY SUB-COMMITTEE.

The Hon'ble Mr. C. H. Armstrong.
A. Zygouras, Esq.
C. A. R. Crommelin, Esq.
A. C. Rumboll, Esq.
T. W. Birkett, Esq.
O. Meyer, Esq.

The Members of the General Committee desire to place on record their appreciation of the disinterested and able manner in which the gentlemen representing each of the Sub-Committees in question have performed their varied and often onerous duties.

BOMBAY PORT TRUST.

REPRESENTATION OF RAILWAY OFFICIALS.

The question of the desirability of the Railways in Bombay being directly represented on the Board of the Bombay Port Trust was referred to the Chamber by the Bombay Government in January 1907, with a request for opinion as to whether it was expedient to make arrangements for the **representation of the Railways on the Trust**, and whether the Chamber would consider it necessary or advisable for that purpose to legislate with the object of increasing the number of Members of the Trust.

After careful consideration of the matter, the Committee were of opinion that it would benefit the trade of this Port if the two Railways entering it were directly represented on the Port Trust Board. But as the Committee understood there were objections to having three Railway representatives, they were of opinion that, should the above suggestion be adopted, there would be no necessity for the Secretary to Government, P. W. D., Railway Branch, to be on the Board. With this proviso, the Committee saw no objection to the slight increase proposed in the number of Members of the Trust.

It may be mentioned that the Port Trust Board, as at present constituted, consists of thirteen members, that is to say, of

Five Elective Trustees,
Seven Nominee Trustees, and
A Chairman.

The Elective Trustees are elected by the Members for the time being of the Bombay Chamber of Commerce. The Nominee Trustees and the Chairman are appointed by Government. Among the seven Nominee Trustees are—

The Director of the Royal Indian Marine.
The Secretary to Government, P. W. Dept., Railways.
The Municipal Commissioner, Bombay.
The Collector of Customs, Bombay.

(*Appendix* A-1.)

PROPOSAL FOR THE FORMATION OF AN EAST INDIA COMMITTEE IN LONDON.

In the early part of the year the Committee were approached by the Bengal Chamber of Commerce in regard to the

formation of an **East India Committee** in London, representing the Mercantile and Industrial community in India, in much the same way as the West India Committee has so effectively represented the West India Colonies in London for a number of years. The Bengal Chamber were of opinion that an organised representative body, composed of gentlemen connected with the commerce of India, of actual Indian experience, and in close touch with the Chambers of Commerce of India, which could act with promptitude in the interests of commerce and industries of the country, would find a great sphere of usefulness.

In the course of their correspondence with the Bengal Chamber of Commerce on the subject, the Committee doubted the wisdom of attempting to form any Committee in London. They thought that such an organisation might not be viewed favourably by the Government of India, and that it would experience difficulties in acting in matters upon which differences of opinion existed among the Indian Chambers. Moreover, they considered that its members would, as time went on, get out of touch with commercial affairs in India, and would, in consequence, be unable to represent the views of the different Chambers.

The Bengal Chamber, in again addressing the Committee in the matter, admitted the possibility of difficulties arising, but they did not think that this possibility was so serious as to justify the abandonment of the scheme. On the contrary, they were clearly of opinion that there was every likelihood of the ultimate success of such an organisation as they had in mind. There was no reason to fear that the London Committee would be in any way antagonistic to the Government of India. For it would only approach the Secretary of State in cases where appeals to the authorities in India had been entirely unsuccessful, or where direct

representation would tend to strengthen the hands of the Government of India. As to those matters regarding which divergent views were entertained by the different Chambers, the Bengal Chamber considered that no trouble would be likely to arise, for all the Chambers would be represented and the decision of the majority would be final. Nor did the Bengal Chamber fear that the delegates of the Chambers would get out of touch with mercantile opinion in India. They might be appointed annually, and the Chambers would naturally select only such men as were thoroughly conversant with their affairs. In conclusion, the Bengal Chamber urged the Bombay Chamber to reconsider their position in the matter and to support the scheme. They suggested that the new organisation might be called the **Home Committee of the Indian Chambers of Commerce** and that it might consist of twenty representatives to be appointed annually by the Chambers. Sufficient revenue to defray the cost of maintaining the organisation could be raised, if, on account of each representative, a contribution of Rs. 500 per annum were paid by the Chambers. Allotting the representatives roughly in proportion to the number of members of the different Chambers, there would be four for Bengal, three for Bombay, two each for Madras, Karachi, Rangoon and Upper India, and one each for the Punjab, Cochin, Eastern Bengal and Assam, Coconada and Chittagong on a basis of Rs. 500 per annum for each representative. This would mean an annual contribution of Rs. 2,000 from the Bengal Chamber, Rs. 1,500 from the Bombay Chamber and so on, in proportion to the others, making a total of Rs. 10,000.

On further consideration of the matter, the Committee of the Bombay Chamber came to the conclusion that the scheme was not one which they could see their way to support. They considered that the opinions of the Chambers of Commerce in

India might be adversely affected by the existence of such a body as that proposed. The Bombay Chamber might also, they thought, be laying itself open to the charge of supporting schemes which it had not properly considered, if it instructed its representative to vote for matters mainly affecting other Provinces. Then, as regards the question of divergent views being entertained by different Chambers, the Committee considered the Bombay Chamber might be placed in a wrong position, for if on a majority vote a representation were made to the Secretary of State, the opinion of the Chamber of Commerce in Bombay might become of little account, and in any political or other action which might be taken, it would always be represented that the Home Committee of the Indian Chambers had expressed such and such a view. Furthermore, it would be impossible to appoint for Bombay every year three representatives who would be thoroughly conversant with the affairs of the Chamber. Suitable representatives would be most difficult to find, as it was only occasionally that a Bombay commercial man of standing left India for good.

The Committee have had no further official communication in the matter, but in the Abstract of Proceedings of the Bengal Chamber of Commerce for the month of September 1907, the following reference is made to the subject :—

"The proposed formation in London of an East India Committee was last referred to in the proceedings for July. The views of the Bombay Chamber of Commerce were then stated and it was added that the Bengal Chamber were awaiting an expression of opinion by Mr. W. Parsons, their representative in England, upon the draft scheme which had been submitted to him. A communication was received from Mr. Parsons early in September, and it was to the effect that opinion in London was unfavourable to the suggested new organisation. He had consulted several leading members of the

Chamber now either permanently or temporarily resident in England, and he had ascertained that they foresaw many difficulties in the way. Their view was that, if an attempt were made to represent Indian mercantile opinion officially in England, the position of the Indian Chambers of Commerce might be weakened.

"In these circumstances, and seeing also that the Bombay Chamber is opposed to the scheme, the Committee of this Chamber decided to abandon it. They regretted to have come to this conclusion, but it seemed to them that to proceed further would be clearly unwise. For to take any step which would be regarded in England as being likely to diminish the influence which is now exercised by the Indian Chambers would be a grave mistake." (*Appendix* **A-2.**)

THE TONNAGE SCALE.

At the request of certain members of the Chamber, the Committee had tested for tonnage in August 1907 the article "Hen Corn" which was being shipped to Europe at the time.

The testing, which took place in the usual way in Messrs. Ralli Brothers' Godowns, gave a net tonnage of 14·616 cwts. to the steamer ton.

The Committee, however, do not propose to recommend a scale for this article, until it is seen whether the exports are likely to be of sufficient importance to warrant a fixed scale being adopted by the Chamber.

DIFFICULTY OF OBTAINING GOVERNMENT DEPARTMENTAL PUBLICATIONS.

The Committee during the year brought to the notice of the Director-General of Commercial Intelligence the great difficulty and often impossibility of procuring Government

Departmental Publications from the various Agents in Bombay. Specific instances were given, and as a remedy it was suggested that one authorised Agent should be appointed in Bombay who should be compelled to keep a large stock of Government Publications, and advertise the same at stated intervals for the information of the public.

DECISIONS ON SHIPPING AND MERCANTILE MATTERS.

It had been felt for some time that a reliable resumé of the decisions given by the Chamber on Shipping and Mercantile Matters generally, would prove of great interest and use to Members, and more especially to Umpires and Arbitrators appointed from time to time to enquire into disputes laid before the Chamber.

With this object in view, it was decided during the past year to compile a volume containing the opinions and decisions of the Chamber from 1882 to 1906 on the more important Shipping and Mercantile matters which had been referred to the Chamber from time to time.

The first edition of this volume was issued in July 1907, but the rapid popularity which it attained soon exhausted the supply, and a second edition was called for within four months. In this second edition, which was published in November 1907, the book was again brought up to date by the insertion of the more recent decisions of the Chamber.

STATISTICS OF IMPORTS OF DANGEROUS PETROLEUM.

In the early part of the year the Director-General of Commercial Intelligence informed the Chamber that, in view of the growing importance of this trade, it had been suggested that the **Imports of all Petroleum Spirit** used for motive power

should be separately recorded at the Customs Houses. The Director-General explained that the imports, at the time of writing, were recorded under several different trade names and included certain descriptions of pure petroleum spirit not used for motive power but for chemical purposes, cleaning etc. It would be difficult to discriminate statistically between these various kinds of spirit, and since the finer and more expensive descriptions were imported in quantities relatively so small as not to vitiate the total for the purpose in view, the Director-General proposed that **All kinds of Dangerous Petroleum,** other than paints, solutions or compositions, be recorded at the ports under one sub-head, such paints, solutions and compositions being kept distinct under another.

The Chamber's opinion was invited on this proposal.

The Committee having consulted the firms interested in the trade, and the views recorded being in favour of Government's proposals, the Committee informed the Director-General of Commercial Intelligence that his suggestion had the approval of the Chamber.

THE GOLD STANDARD RESERVE.

In December 1906 the Bengal Chamber of Commerce addressed the Government of India on the change which had then been made in the constitution of the **Gold Reserve Fund** under which its designation had been altered to the **Gold Standard Reserve.**

The Bombay Chamber, in the early part of the year under review, also addressed the Finance Department in support of the Bengal Chamber's representation, and expressed regret that neither the Banking nor the Mercantile Communities had been consulted before the change was introduced. The Committee fully appreciated the difficulties which Government

had experienced in providing and financing the large reserves of Silver which it had been found necessary to hold in anticipation of fresh coinage; in view of this they suggested the adoption of measures for securing a larger use of Gold in the currency circulation, adding at the same time that an increased use of Gold Coins as currency would, in their opinion, tend to reduce the quantity of Silver bullion or ingot reserves, and would also minimise the difficulties connected with their provision. The Committee felt that if the **Gold Standard Reserve** was to fulfil the purpose for which it had been instituted, it was absolutely necessary that it should chiefly consist of a Gold Reserve located in India, and not be invested in British securities. Their reason for this opinion was that a reserve of this description was maintained for the sake of serious emergencies, and that should such an emergency arise it might very easily happen that it would be extremely difficult to rapidly realise securities—indeed, the state of the money market brought about by the very emergency would probably be considerably aggravated if it entailed the realizing of a large quantity of British Securities, whereas if the Reserve was a metallic one, the position could be at once relieved. The Committee accordingly urged that no further portion of the **Gold Standard Reserve** should be invested in British Securities, but that it should be held in Gold in this country.

The reply from the Government of India was received under date 4th May 1907. With regard to the question raised by the Chamber as to a more extensive circulation of Gold, the Government of India stated that they had never concealed from themselves the inconvenience attending a Gold Standard which was not accompanied by an effective Gold circulation, and they were in full accord with the view that a more general use of Gold among the people would simplify the task of directing a managed currency.

In this connection the Government of India stated that a definite attempt to stimulate the circulation of Gold was made in 1900-1901—Treasuries, Post Offices, Presidency Banks co-operating—and it was estimated that for the time being about 1¼ millions sterling were thus put into the hands of the public, but that there was no evidence that the popularity of Gold thereby increased. On the contrary the great bulk of these issues came back into the Banks, and Government were fully convinced that the official attempts to force currency would do more harm than good, adding that this view was justified by the manner in which Gold was now working into the circulation on its own merits.

As regards the Chamber's second suggestion that further additions to the Gold Standard Reserve should be held in liquid form in India, instead of being invested in Gold Securities, the Government of India stated that they were unable to appreciate the advantages which would follow the adoption of such a change. The object of holding liquid Gold in India was generally described as being the maintenance of public confidence in the stability of exchange. It was also argued that an emergency which might call for the use of the Gold Reserve would probably have had the previous effect of seriously depreciating the market for Gold Securities, so that the reserve could not be brought into action without serious loss on the sale of its investments. Against the second of these hypothetical considerations, it is necessary to set the fact that a large holding in liquid Gold would mean a serious permanent retardation of the growth of the Reserve, the interest on the investments being a material factor in its growth. If there were any certainty that the fall in exchange would be simultaneous with a marked depreciation in the value of Gold Securities in England, there might be justification for accepting a permanent loss of interest. The Government of India, however, did not

at the time consider it necessary to prepare for such a combination of circumstances, and there was no reason to assume that the employment of the Gold Reserve would necessarily involve a large and sudden realisation of its Securities. It was pointed out that the accumulation of Gold in England was intended to enable the Secretary of State to meet obligations when Exchange fell so seriously that it would be inadvisable for him to replenish his treasury solely by the ordinary process of selling Council Drafts in India.

The further suggestion that the uninvested portion of reserve should be held in India did not commend itself to Government. On this point they stated that a true line of defence, from a purely monetary point of view, against a fall in Exchange was the strength of Government's Gold position in England; and to dissipate its Gold reserves would make for weakness. Even if Gold was ever required to drain off a redundancy of rupees, it would be taken for the purpose of export, and the offer by Government of Bills on London would be at least as effective, in such an emergency, as the offer of Gold in India.

In the early part of July 1907 information was published in the public press to the effect that the Railway Board would receive another million sterling for the financial year 1907-08 towards the purchase of Rolling Stock, and that this amount would be taken from the profits on coinage accruing during the year, which otherwise would have gone to swell the investments in the Gold Standard Reserve.

On receipt of this information, the Committee addressed the Government of India, under date 11th July 1907, stating that although a further increase of Rolling Stock was most necessary, they viewed with very grave apprehension the

decision in question, as it had always been understood that the profits on coinage were not to be diverted to any channel other than that of the Gold Standard Reserve, which was formed to guarantee our Silver rupees on a basis of an Exchange of 1*s.* 4*d.*, and although a fairly large sum had been accumulated and invested for this purpose, the Committee did not consider that the point had been reached which guaranteed absolute safety as regards the currency, or which would warrant even a temporary cessation of payments to the fund, the only source from which it could be augmented. The Committee submitted that the question of diverting payments from the Gold Standard Reserve was not one that should be considered merely from the point of view of the position at the moment of writing being satisfactory, or of there being no likelihood for the present of the Fund already invested being brought into use. It was, they held, a fund which guaranteed the determination of the Indian Government to maintain the gold value of the rupee, and this being so it seemed to the Committee as only too likely that any deviation from this purpose and the uncertainty that would always afterwards exist even after the Reserve had reached £25,000,000 that a further large sum might be allocated at any time, and locked up in investments which were not liquid, would cause the public not only in this country but in England also to regard the currency policy of Government as on too unstable a basis; and if this should be so, confidence in the future may be shaken and the loss of credit to the country would become a very serious matter. The Committee, in conclusion, submitted that the Gold Standard Reserve Fund was formed for a definite object, and that until the invested portion of this Reserve had reached a very much larger figure than the amount mentioned above, there should, in their opinion, be no attempt on the part of Government to divert funds for other purposes, however urgent such purposes might be.

The Government of India's reply was received under date 8th August 1907. They stated that the decision arrived at was that from the beginning of the financial year 1907-08, and until the sterling investments of the Gold Standard Reserve reached the total of twenty millions sterling, the profits on coinage should be invested in sterling securities to the extent of one-half only, the other half being appropriated for railway capital expenditure and that the whole of the interest on the investments will continue to be invested in sterling securities as hitherto. The Government of India invited the attention of the Chamber to references to this subject in the recent Budget debate. Since then the question had been under the consideration of the Secretary of State and the Government of India, and the conclusions arrived at were that ample provision for maintaining Exchange already existed, and that in face of the amount of sterling securities and gold in the currency reserve and treasuries, any danger of a fall in Exchange was illusory.

The Government of India pointed out further that they had available, for the purpose of combating a fall in Exchange, twenty-three millions sterling, and that twenty millions sterling had been held to give a reasonable guarantee of safety. But in order to err on the side of safety they had decided to continue the investments to the extent of half the future profits on coinage until the reserve reached twenty millions sterling.

In thanking the Government of India (under date 20th August 1907) for their courteous and interesting explanation, the Committee stated that the sum of £25,000,000, alluded to in the Chamber's previous representation of 11th July, was not meant to indicate a limit beyond which this Chamber considered that investments need not be continued, for on this point the Committee had not expressed an opinion. The figure referred to was taken from a telegram issued by Reuter

on the 9th of July detailing the Secretary of State's reply to Sir Edward Sassoon, who had asked a question on this subject.

The Committee admitted that there were urgent demands for additional rolling stock, and noted that the state of the Money Market rendered it inexpedient to raise the amount required by sterling borrowing. This remark opened up, however, the question of the financial policy of Government as regards the Railways of this country, but on this point the Committee did not think it necessary to comment at the time. They quite appreciated the reasons which influenced Government in their action, but at the same time they felt that in not taking the general public into their confidence, they had created a feeling of distrust in their financial policy, which was to be regretted.

The Committee noted, from the 6th paragraph of the Government of India's letter, that had time permitted, Government would have published their proposals and would have invited the comments of Chambers of Commerce and other public bodies on the step that had been taken.

The subject of Exchange and the fall of the rupee in November 1907 to 1*s.* 3-$\frac{21}{32}$*d.* attracted the serious attention of the Committee. There was a strong feeling that an intimation from Government that gold would be given freely for export, would have the effect of steadying Exchange and would at the same time maintain confidence in a 1*s.* 4*d.* rupee. The Committee therefore considered it desirable to point out to Government the necessity of at once openly using the Gold Reserves, which had been created for the maintenance of Exchange, and with this object in view the Committee despatched the following telegram to the Government of India, under date 26th November :—

"Bombay Chamber of Commerce strongly support request of Exchange Banks that Government should maintain

Exchange by giving Gold for export freely. Consider prompt action imperative to restore confidence in Gold value of the rupee." (*Appendix* B.)

THE NEW NICKEL ONE-ANNA PIECE.

(See *Reports* 1904, *pp.* 35, 314 ; 1905, *pp.* 5, 151).

Under date 22nd July 1907, the following Notification (No. 4597-A.), dated Simla, the 22nd July 1907, was issued by the Finance Department of the Government of India :—

"In exercise of the powers conferred by sub-section 10 of the Indian Coinage Act, 1906 (III of 1906), the Governor-General in Council is pleased to direct as follows :—

(1) The **nickel one-anna piece**, specified in section 6 of the Act, shall henceforth be coined at the Mint and issued.

(2) It shall have a waved edge with twelve scollops, its greatest diameter being 21 millimetres and its least diameter 19·8 millimetres. The rim shall not be milled.

(3) It shall bear on the obverse the effigy of His Majesty King Edward VII and the inscription 'Edward VII King & Emperor', and on the reverse its designation in English, Urdu, Nagri, Bengali and Telugu, with the word 'India' above and the year of coinage below the figure '1.'"

The new coin was made available in Bombay and at all the larger Treasuries from 1st August 1907.

INDIAN ARMS ACT, 1878.

The attention of the Committee was called by the Birmingham Chamber of Commerce to a Notification issued by the

Government of India under the **Indian Arms Act of 1878,** imposing restrictions regarding the importation of rifles of ·450 bore, irrespective of the sizes of the chambers, and on all ammunition that could be fired from weapons of this class.

The Bombay Chamber, in addressing Government on the question, pointed out that the restrictions imposed on the 15th July 1899 in respect of rifles of ·303 and ·450 bore of the Martini type had practically put an end to the sale of those particular rifles, and the demand for them had ceased to exist; that the new rules would, it was believed, have a similar effect on the sale of the ·450 bore express rifles, and that in these circumstances the summary nature of the Government orders would entail severe loss on all manufacturers of such rifles and cartridges, as they would be unable to cancel their English orders or remuneratively dispose of the stock already in their hands in this country. It was therefore urged that, in the interest of legitimate trade, the Notification in question should be suspended from operation for a reasonable period, so as to enable the gun trade to adjust itself to altered conditions, and thus somewhat lighten the loss entailed by the extinction of this particular class of rifle.

The Government of India, while adhering to their decision to stop the importation of all rifles of ·450 bore, communicated to the Chamber a copy of a Resolution, dated 14th February 1907, permitting the importation of sporting rifles of this bore up to the 1st May 1907 on production of the necessary evidence that the rifles had been *bona fide* ordered by persons belonging to the exempted classes and were actually in course of manufacture to their order on 11th September 1906 (the date of the first Government Notification). (*Appendix* **C-1.**)

REGISTRATION OF PARTNERSHIPS.

(See *Reports* 1903, pp. 39, 286; 1904, pp. 40, 328.)

In February 1907 the Bengal Chamber of Commerce forwarded to this Chamber a draft Bill for the Registration of Partnerships which had been remitted back to them by the Government for further consideration. It was pointed out that the delay which had occurred in promoting the Bill had been due to the difficulties arising in connection with the Hindoo Joint Family system.

The Bombay Chamber, after consulting their Solicitors and obtaining Counsel's opinion, suggested certain important amendments to the Bill.

With a letter dated 29th October 1907 the Bengal Chamber forwarded a copy of a communication addressed by them to the Government of India together with a copy of a revised draft Bill, and pointed out that the Bill had been revised by their legal advisers and had been re-submitted to the Government of India, adding that should Government decide to attempt legislation, all interests would of course have ample opportunities of offering such further objections and criticisms as they might consider to be necessary. For this reason, and seeing also that there had been great delay in connection with the question, the Bengal Chamber did not think it advisable to consult the other Chambers again before re-submitting the Bill to Government.

An examination of this re-drafted Bill showed that it differed in several material respects from the one forwarded by this Chamber in which allusion was specially made to the Hindoo Joint Family system, and to the question of "disability," this Chamber contending that if unregistered firms were allowed to sue up to a small amount, a very large number of petty traders, shopkeepers and others would be excluded

from the provisions of the Bill, and this would tend to simplify the working of the Act. The Committee therefore decided to forward a copy of the Bill, as approved by them to the Government of India direct, as they were unable to approve the draft that had been forwarded by the Bengal Chamber.

So far nothing further has been heard from the Government of India. (*Appendix* C-2.)

INDIAN ELECTRICITY ACT OF 1903.

Proposed Amendment.

Towards the end of the year the Chamber received from the Bombay Government a copy of the report of a Committee appointed by the Government of India to consider the **question of amending the Indian Electricity Act, III of 1903,** with a request for an opinion on the important points raised by the Committee in their recommendations under Section 3 of the existing Act, *viz.*, that the administration of the special law governing electrical enterprise should for the present be assumed by the Government of India.

The papers received the careful consideration of the Committee of the Chamber who were aided in their deliberations by the views expressed by the leading firms interested in the matter.

In addressing Government on 31st October 1907, the Committee stated that while they were prepared to admit that there was much force in the arguments put forward in the Report in regard to this amendment, they were nevertheless in some doubt as to whether the procedure proposed would really simplify the work of an applicant for a license to the extent contemplated by Government. In practice they considered it would be found difficult if not impossible to have a

uniform license for all districts of India and Burma, for there were great variations in local and climatic conditions, and on this account the terms of a license could probably be more advantageously settled and granted by a local authority.

The Committee were, however, somewhat doubtful as to whether it would always be of advantage to an applicant to have to apply to a central authority at, presumably, Calcutta or Simla, for many questions must arise in every case which could only be settled by personal interviews at, very often, considerable inconvenience. If, however, it was intended to have Government representatives in the Presidency towns and at other important centres who would have power to settle preliminary details and help an applicant in drawing out his form of license, it might then be beneficial for the Government of India to assume the administration of the Act; but, even then, it seemed somewhat doubtful as to whether applications would be more quickly and satisfactorily dealt with, for differences of opinion would presumably arise at times between the Government of India and the local Government with regard to particular areas, which would only mean further delay. Without further information, therefore, as to how it was intended to administer the Act, if amended, as proposed, the Committee of the Chamber were unable to give a definite answer to the questions referred to them by Government. (*Appendix* C-3.)

CUSTOMS DUTY ON MATERIAL USED IN ELECTRICAL POWER TRANSMISSION PLANTS.

Under the Indian Tariff Act of 1894 all machinery (and component parts thereof), meaning machines or sets of machines worked by electric, steam, water, fire or other power, not being manual or animal labour, or which, before being brought into

use, required to be fixed with reference to other moving parts are admitted duty free. It was, however, pointed out to the Committee that while dynamos, accumulators, motors and electric fans were admitted duty free, the intermediate electrical appliances, such as controllers, transformers and the like, were dutiable. It was contended that the last mentioned articles being indispensable for the working of the Power transmission machine should be considered as component parts of the machine and as such admitted duty free.

The Committee, after a careful study of the whole question, decided not to take any action in the matter for the present.

CUSTOMS DUTY ON SHORTAGES OF MOLASSES.

(See *Report*, 1906, pp. 34, 243.)

This question was again brought to the notice of the Chamber during the year under review. As will be seen from the Chamber's Report for the year 1906, the Collector of Customs, in reply to the Committee's representation in the matter, pointed out that the question of the **Liability of Agents for Shortages** had, on several occasions, been considered by the Government of India, and that the decision passed by the local Customs authorities, in the particular case brought to notice by the Chamber, did not in any way deviate from the orders passed by that Government, which laid down that the Agents were not responsible for duty or penalties on goods landed under Section 85 of Act VIII of 1878 unless they agreed in writing, prior to the grant of the permission required by that Section, to accept the liability for duties which would or might have been recoverable in respect of missing or deficient goods had the cargo been examined on board. The Collector further pointed out that the imports of molasses at this Port in 1905-06 amounted to 5,698 cwts.

and from April to November 1906 to 10,885 cwts. These consignments were always weighed to the extent of 10 per cent., and on searching the records back to 1894 no case of shortage in molasses had been discovered by the Collector previous to the one under discussion. There had been shortages and recoveries of duty in the case of liquids such as tar and gas oil, but none in the case of molasses. The shortages that did occur were mainly in wines and spirits in casks, and whenever they were of any extent, and there was no reason to suspect fraud, the duty on the shortage was remitted. In the case in question, however, the Collector explained that the steamer Agents had disputed their liability to the charge, and it appeared therefore neither necessary nor advisable to remit it.

The Committee, in acknowledging receipt of this letter, stated that they were unable to understand how it was that the Custom House records showed that there had been no case of shortage in molasses prior to the one brought to notice by the Chamber, unless the details corroborating the above were due to selected and full casks only having been weighed, for, from further enquiries made by the Chamber, it was quite clear that it was practically impossible to avoid a certain amount of leakage, and that there was, therefore, a considerable shortage in nearly every shipment of molasses landed in India. The Chamber were therefore of opinion that the question was deserving of further consideration by the Customs Authorities.

The Collector, under date 17th April 1907, intimated that any case in future in which casks of molasses were found to have suffered from leakage, would be carefully considered; and at a later date he informed the Agents of the Asiatic Steam Navigation Company that he proposed to levy duty on the ascertained quantity of molasses landed unless there was reason

for suspecting that the casks or tins had been tampered with. He added that the following procedure would be adopted:—

(1) A selection of at least 5 per cent. of the cases or casks will be weighed, care being taken to select receptacles which are fairly representatives (in respect of the quantity contained) of the batch to which they belong.

(2) Duty will then be charged on the average weight discovered.

(3) The number of entirely empty receptacles should be reported to the Preventive Officer at the time of discharge from the vessel.

(4) Shortages held due to accidental causes will not be charged with duty, provided the wastage is not refilled into casks or otherwise removed from the Docks for use. (*Appendix* **D-1.**)

COTTON VELVETS.

Trade Description.

In a letter, dated 4th July 1907, the Collector of Customs, Bombay, addressed the Chamber stating that the term "**Velvet**" which appeared properly applicable to cloth made of silk or of silk and cotton had, within recent years, been loosely applied to material of a similar superficial appearance, manufactured of **Cotton** only.

The Collector explained that it had been held in the Bombay Custom House that the description "**Velvet**" could only properly be applied to material composed of silk, or of silk and cotton, and that cotton articles so marked bore a false trade description unless the cloth was distinctively marked as **Cotton.**

The Collector accordingly asked for opinion on the following points:—

(1) As to whether Cloth having a superficial appearance of "Velvet," consisting of cotton only, was recognised in the trade as Velvet, and

(2) Whether it was desirable to insist on consignments of such articles being marked "Velveteen" or "Cotton Velvet" as the case might be.

The Collector added that the above reference arose out of a protest from the Manchester Chamber of Commerce in a case in which the Customs Department took objection to material invoiced as Cotton Velvet being marked as Silk-finished Velvet.

In reply to the first query, the Committee stated that cloth having the superficial appearance of Velvet, whether made of silk, silk and cotton, or cotton only, had become recognised in the trade as Velvet; but whilst admitting this, the Committee considered, as regards query 2, that goods made of Cotton should be so marked, and that in the case mentioned by the Collector, the goods should have been marked **"Silk-finished Cotton Velvet."**

The Committee at the same time expressed the hope that the question would be settled with the Manchester Chamber of Commerce before orders were issued, and that simultaneous orders would be announced at all ports.

In its issue of 19th December 1907, the **Indian Trade Journal** published the following:—

"In the Bombay Custom House it has been the practice to regard the application of the term 'Velvet' to material made only of cotton as amounting to a false trade description under

the Indian Merchandise Marks Act, unless it were qualified by the use of the word 'Cotton.' This practice of the Bombay Customs authorities recently formed the subject of a protest by the Manchester Chamber of Commerce; who contended that the use of the term 'Velvet' to describe cotton fabrics is recognised by trade usage. In Calcutta the term has always been accepted as covering all kinds of mixed velvets. The Government of India, on the point being raised by the Government of Bombay, have accepted the Calcutta practice as correct, and, with a view to ensure uniformity, have ordered that it be followed at all Indian ports." (*Appendix* **D-2.**)

INDIAN TARIFF ACT, 1894.

In 1906 the Government of India had under consideration the question of the **proper classification, for fiscal purposes, of imported Cotton goods.** These goods are assessed to Customs duty either as apparel under Article 17 of Schedule IV of the Indian Tariff Act, or as "Piece-goods" or "All other manufactured Cotton Goods not otherwise described" under Article 30, or under other less important heads of the Tariff Schedule.

In November 1907, the Director-General of Commercial Intelligence had under revision the list of Cotton Piece-goods in regard to certain items which it had been suggested to him should be added to the list, and he informed the Chamber that it was proposed that the word "Cotton" should be added to the item "Towels" and the words "In Woven Pieces" to the item "Shawls."

The Director-General requested the Chamber to express its opinion on the additions proposed.

After careful consideration, the Committee informed the Director-General that they approved of the addition to the list

of Cotton Piece-goods of the twelve items mentioned in his letter, and they also agreed that the word "Cotton" should be added to the item "Towels." They however objected to the words "In Woven Pieces" being added to "Shawls," as cotton shawls came singly and should, they considered, be admitted at 3½ per cent. (*Appendix* **D-3.**)

AMENDMENT OF THE TARIFF SCHEDULE.

The Director-General of Commercial Intelligence visited Bombay in November 1907, and on the 27th idem he met the Committee of the Chamber. The proposed amendments to the Tariff Schedule were discussed and revised, and the amended schedule was published under date 26th December in the *Bombay Government Gazette*. (*Appendix* **D-4.**)

IMPERIAL CUSTOMS SERVICE.

Transfer of Mr. P. R. Cadell, I.C.S.

It will be remembered that when the Imperial Customs Service was first mooted, one of the main features of its ultimate establishment was the **continuity of service** which it was hoped would be ensured in regard to experienced officers whose services would not be lost to the Department just at the time when they had become valuable. During the year under review, Mr. P. R. Cadell, I.C.S. (who was appointed Collector of Customs, Bombay, in March 1905), was, after a time, translated to the office of Private Secretary to H. E. the Governor—a post in which the Committee considered the experience he had gained in the Imperial Customs Service would not be of special assistance to Government. As his removal seemed to the Chamber to be contrary to public interests and

not in accordance with the conditions laid down by the Government of India in their letter from the Finance and Commerce Department, No. 7906-S. R. of 28th December 1903, to the Government of Bengal, when the Imperial Customs Service was first instituted, the Committee addressed the local Government, strongly protesting against Mr. Cadell's transfer to an appointment which would not be benefited by the experience he had gained during the two years he had been in the Bombay Custom House.

Government, in reply, stated that the considerations set forth by the Chamber had not been overlooked, and that the Government of India, who were consulted, had given their adhesion to Mr. Cadell's reversion before it was put into effect. They further explained that, prior to the selection of Mr. Cadell for the appointment of Private Secretary to His Excellency the Governor, he had intimated his intention to apply for furlough, which could not have been refused him had he pressed for it, but that he gave it up in deference to the wishes of His Excellency; further that, as Mr. Cadell's service in the Customs Department would thus have been interrupted for a substantial period, the Governor in Council felt that no injury would be done to commercial interests by asking that Mr. Cadell's services be placed at the disposal of the Bombay Government.

The Government of India, to whom the matter was also referred, while recognising that the circumstances of Mr. Cadell's reversion to the service of the Government of Bombay were exceptional, intimated that a departure from the policy announced in the Resolution of the Department of Commerce and Industry, No. *154-161-57, dated 9th January 1906, was not contemplated. (*Appendix* D-5.)

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* This Resolution refers to the *final* constitution of the Imperial Customs Service, and is on the identical lines of the letter, dated 28th December, 1903.

NAGDA-MUTTRA RAILWAY.

The first section of the **Nagda-Muttra Railway** was opened to traffic in July 1907, and continues to be worked by the B. B. & C. I. Railway.

The new line takes off from Nagda, a station on the B. B. & C. I. system between Ujjain and Rutlam, and runs through Kotah, connecting with the Bina-Kotah extension of the G. I. P. Railway, to Bharatpur, on the Rajputana-Malwa Railway, and from thence to Muttra. The line when finished will provide the shortest route to the Punjab, and will open the huge tracts of country which lie between Nagda-Kotah and Kotah-Bharatpur. The following mileages show the ultimate value of the line :—

Bombay to Delhi by the Nagda-Muttra Railway, 864 miles against 957 miles by the present G. I. P. route, the difference in favour of the new line being 93 miles.

Bombay to Muttra by the Nagda-Muttra Railway, 775 miles against 868 miles by the present G. I. P. route, the difference again being 93 miles in favour of the new line.

Bombay to Agra by the Nagda-Muttra Railway, 788 miles against 838 miles by the present G. I. P. route, meaning a saving of 50 miles.

The line will be of great value in supplementing the carrying powers of existing railways in the event of famine in Southern India, and its necessity has all along been urged by the Bombay Chamber of Commerce in the interests of the port of Bombay.

The Nagda-Kotah-Muttra extension was surveyed in 1894-95 and 1895-96 by the Bombay, Baroda and Central India Railway Company, and detailed estimates were prepared for a total length of 355 miles at a cost, on the 5 ft. 6 in. gauge, of

Rs. 3,50,69,244, including a provision of Rs. 41,10,698 for rolling stock. The alignment provided for connections:—

(1) At Nagda, with the Godhra-Rutlam-Nagda extension of the Rajputana-Malwa Railway; and with the Bhopal-Ujjain-Nagda branch of the Indian Midland Railway;

(2) at Kotah, with the Bina-Kotah branch of the latter system;

(3) at Siwai-Madhopur, with the Jaipur Railway from Sanganer to Siwai-Madhopur;

(4) at Bharatpur, with the Agra branch of the Rajputana-Malwa Railway; and

(5) at Muttra, with the Cawnpore-Achnera section of the latter system, and with the chord line from Agra to Delhi.

BOMBAY-SIND CONNECTION RAILWAY.

(See *Report* 1906, *pp.* 44, 271.)

It will be remembered that when the above scheme came before the Chamber in 1906, the then Committee supported the views put forward by the Karachi Chamber to the effect that the proposed line should be made through Bhuj rather than north of the Runn of Cutch. The Committee at the same time refrained from expressing an opinion on the strategical aspect of the question, as they considered that this was a matter for military experts alone to decide; but in all other respects they believed the advantages lay entirely with the Bhuj proposal, inasmuch as it would be a shorter route between Bombay and Sind, have greater possibilities of commercial development, and in the end would have an enhanced beneficial influence over the Native States served by the line.

Under date 19th April 1907, the Chamber was informed that, after a careful consideration of this question, the Government of India had decided to adopt a route to the north of the Runn of Cutch. It was stated that in arriving at this decision the Government of India had been influenced by the consideration that, although financially the southern route offered better prospects than any of the northern routes, the northern route was better suited for military requirements, and that the commercial advantages of the southern route were not so great as would justify Government in pressing the project upon His Highness the Rao of Cutch against his strongly expressed objections.

Information has since reached the Committee—though it has not so far been communicated officially—that the route that is now being surveyed starts from Viramgaon on the Bombay-Baroda system, passes through Nagar-Parkar, and so on to Badin, 60 miles south-east of Hyderabad (Sind). Here the line will form a junction with an extension from the Indus Valley system, and a broad-gauge connection between the great ports of Western India will be secured. The distance by this alignment is put at 269 miles, and the new railway will take three or four years to construct after sanction for the work has been given. The line will cross the north-east corner of the great Runn of Cutch at a point where the water is very shallow, and some dry land forms almost a natural bridge, so that the engineering difficulties will not be serious.

DEFICIENCY OF ROLLING STOCK.

One of the most important and urgent questions, which the Committee of the Chamber had to deal with during the year under review—and the trouble is a recurring one—was the **deficiency of Rolling Stock on Indian Railways.** The Government of India have admitted that the representations

which have been made from time to time, and the information supplied by the Railway Board, left no room for doubt that there was **a serious deficiency in this direction,** not confined to any particular railway, but on practically all railways; they have also recognised the gravity of the situation.

In February 1907, the Directors of the Bombay Cotton Trade Association, Ltd., called the attention of the Committee to the great scarcity of wagons on the G. I. P. Railway, and the consequent difficulty of transporting full-pressed cotton bales, which were then lying in considerable numbers along the line. As the matter was of great importance, and was causing heavy loss to the trade, the Committee at once despatched telegrams to the Railway Board and the Department of Commerce and Industry, drawing attention to the grave injury to the Cotton and Manganese Ore trade caused by this insufficiency of rolling stock, and strongly urging the immediate increase of the wagon supply.

In confirming the above telegrams, the Committee drew attention to the serious difficulties that had been experienced by Cotton Merchants up-country, and they pointed out that large numbers of full-pressed bales of cotton were lying at various stations and that serious losses were being incurred by the trade owing to detention, just when the bales were urgently required in Bombay for tender against contracts and for immediate shipment. The Committee further stated that the same difficulties had been experienced with reference to the seeds and grain trade, of which also extensive and rapidly accumulating stocks were awaiting wagons at Jubbulpore, Ahmednagar, Nagpur and Jhansi; that the most serious loss was sustained from want of wagons by the Manganese industry in the Central Provinces (where a steadily increasing accumulation of Ore was taking place) owing to the fact that the Bengal-Nagpur Railway would not provide the wagons for the Manganese traffic to Bombay; that the G. I. P.

Railway had done what they could to meet the requirements of this traffic, but with the many demands on their wagons, it was impossible for them to supply anything like the number required. The Committee accordingly requested Government to give this matter their very careful consideration, and to see that the trade westward was supplied with its proper share of rolling stock, adding that the natural outlet of the Manganese trade was towards Bombay, and that it was an intolerable position if wagons were unobtainable, because the mines were unfortunately situated within the sphere of the Bengal-Nagpur Railway.

The Government of India, in acknowledging receipt of the Chamber's representation, forwarded a copy of their communication, dated 12th March 1907, to the merchants directly concerned, stating that the Railway officials fully recognised the seriousness of the situation, and that they were doing their best to distribute the available rolling stock fairly among the different interests affected.

Later in the year, complaints again reached the Committee regarding the partial or total stoppage in the movement of Cotton, Manganese, Coal and Seed Grain owing to the extraordinary shortage of wagons, and the great difficulty experienced by merchants in getting down supplies of any description to this Port.

The Committee accordingly addressed urgent representations to the Agents of the G. I. P., B. B. & C. I., and Southern Mahratha Railways, pointing out that while Manganese and Coal could be transported throughout the year, it was recognised that Cotton and Grain had specified and comparatively short seasons, when rapid carriage to the Port of shipment was a necessity. In view of the large supplies of Grain which were reported to be lying in various parts of the country, and which the Railways were unable to move owing to a deficiency of wagons, the Committee desired to be informed how it was

proposed to deal with the matter, and what special arrangements the Railway authorities were making to get down these perishable supplies before the end of the season.

The G. I. P. Railway stated that every effort had been made to get assistance from foreign railways, but without satisfactory result; every wagon that could be obtained had been brought into use, and railway work necessitating the use of wagons had been stopped as far as possible, ballast wagons only being used for public traffic. That the present position was entirely due to the volume of traffic being in excess of the Company's existing rolling stock capacity, and that every endeavour was being made to use the available stock to the best advantage for the public. Action had, however, been taken in regard to the supply of more rolling stock, with a view to putting the G. I. P. in a better position to carry heavy traffic offering in the busy season in the future.

The B. B. & C. I. Railway stated that the shortage of wagons on their line would not have been so pronounced, but for the fact that in order to maintain the train services on the B. B. & C. I. and R.-M. Railways, they were compelled to lend a large number of wagons to the East Indian Railway for the carriage of locomotive coal. The B. B. & C. I. were endeavouring to obtain a considerable increase of stock during the current and three following years, and provided sufficient funds were allotted by Government, the Railway hoped to be in a position to deal satisfactorily with all future traffic.

The Southern Mahratha Railway Company stated that no serious detention to, or accumulation of, Grain and Cotton had occurred, though for a few days recently they had considerable difficulty about labour. The Company were doing everything possible to get over this by procuring men from out-stations, etc., and hoped to work off the whole of the stuff offering before the end of the season and without serious delays.

In the course of the debate in the Legislative Council of the Governor-General, in connection with the Indian Financial Statement for 1907-08, the Hon'ble Mr. Finlay, Member for Commerce and Industry, referring to the question of wagon supply, hazarded the suggestion that it was very largely due to the fact that the prosperity of India and the increase in the traffic offering had been very much greater "than was foreseen or could reasonably have been assumed in forecasting our future requirements". On this point, one of the Hon'ble Members put forward the suggestion that contingencies such as those referred to by Mr. Finlay could be overcome by extending the programme for expenditure on rolling stock over a longer period than one financial year of twelve months, and to show more liberal treatment of what are termed "open line requirements," which the public look upon as the provision of facilities other than rolling-stock, in order to enable railways to move with despatch and promptitude the increasing traffic. It often happened that when there was an abnormal demand for new rolling stock for Railways in Europe and America, that it became a matter of difficulty to get early delivery of the wagons ordered. Purchasers who were not limited by considerations of "Budget Allotments," "Financial Years" and the various restrictions which the stereotyped procedure of the Government of India imposed on the freedom of the Indian Railways, were enabled to place their orders some time ahead of requirements and so ensured delivery when the wagons were actually required. Instead of indenting for a financial year only, it had been suggested in some quarters that the Railways ought themselves to be in a position, should the state of the market render this expedient, **to contract for a considerable portion of the rolling stock required for the next three or four years, so that delivery might not be delayed owing to makers having meantime become filled up with orders from other quarters.**

In the course of the budget debate referred to, it was pointed out that two Engineering firms in Calcutta had recently put down wagon constructing plant, and that were there assurances of increased orders, they would doubtless be prepared to extend their workshops. But it was considered unreasonable to expect firms in India to increase their capital outlay unless they could rely on keeping their men and machinery fully engaged.

The complaints which have reached this Chamber from time to time regarding the shortage of wagons clearly indicate that the growing trade of India will demand large annual increases to the carrying capacity of the Railways for some years to come. It is contended that manufacturers in India should be encouraged to extend their works, and it is thought this might be accomplished by assuring them of increased and continuing orders if they were prepared to increase their wagon-producing capacity. As about 60 per cent. of the cost of wagons is expended in the purchase of materials in Europe and about 40 per cent. on labour and materials in India, it is thought Government might consider the advisability of placing a large share of the orders in this country. Manufacturers in India are not likely to ask for preferential treatment as regards price; but being limited to one market for their production, they should, it is considered, at least have an assurance of steady employment for a series of years before facing a large capital expenditure in the extension of their workshops. (*Appendix* **E-1.**)

PROPOSED ESTABLISHMENT OF RAILWAY GOODS DEPOTS.

The question of **handling and storing of goods** at up-country trade centres was brought to the notice of the Government of India by the Punjab Chamber of Commerce in January

1907, and it was urged that, with a view of obviating the difficulty of procuring cartage and labour, warehouses might be established at certain Depôts where goods could be stored under the management and supervision of the Railway authorities. The Punjab Chamber further submitted that such warehouses would facilitate trade, lessen charges, and afford greater security to merchants; and on these grounds the Bombay Chamber was asked to support the representation. The Committee, while sympathising with the views expressed by the Punjab Chamber, were of opinion that it was not advisable to press for such facilities, while a still more urgent need, namely, the **insufficiency of rolling stock**, remained unsettled. In addressing the Punjab Chamber to this effect, the Committee stated that owing to the shortage of wagons on most lines, trade had been considerably arrested, and that they had pressed on Government for an early solution of the difficulty. So soon as this matter had been settled, the Committee would consider the advisability of approaching Government with regard to the provision of warehouses, as they considered that the responsibility rested with the Railways to provide the necessary facilities for storage in the main centres of trade.

NEGOTIABILITY OF RAILWAY RECEIPTS.

(See *Reports*, 1886, *pp.* 63, 452; 1890, *pp.* 177, 429; 1904, *pp.* 68, 436; 1906, *p.* 53.)

The following extract is taken from the proceedings of the Legislative Council of the Governor-General of India, held on 18th January 1907:—

"**The Hon'ble Nawab Bahadur Khwaja Salimula of Dacca** asked—

"Has the attention of the Government been drawn to a recent decision of the High Court of Bombay which has declared

Railway receipts not negotiable, and, if so, is it the intention of Government to take measures to legalise the negotiability of such receipts?"

The Hon'ble Mr. Finlay replied,—

"The Government are aware that Railway Receipts are not negotiable. The question of making them negotiable instruments has been considered several times, and hitherto the Government have refused to propose legislation with that object, one of the main reasons for the decision being the great diversity of opinion among the commercial community. If commercial opinion ever asks for the change in the law with some approach to unanimity, the Government will be willing to consider the question again."

The question of **Railway Receipts being treated as Negotiable Instruments** was again considered by the Railway Conference in 1906, and a resolution was then carried unanimously to the effect that the objections shown in 1888 and expressed by Sir Andrew Scoble and Sir Alexander Wilson in their speeches in the Legislative Council of India, still obtained, and that the Conference endorsed the resolution passed at the Railway Conference in 1888, namely, that "the existing procedure has been found to work satisfactorily; it is well known to the mercantile community, and experience does not point to the need for any change."

RAILWAYS.

Simplification of Goods Tariff.

(See *Report*, 1905, *pp.* 51, 260.)

Though this question has not again come before the Chamber during the year under review, it may interest members to know that not the least important of the results of the Railway

Conference held in Simla in September 1907 is likely to be the introduction of an immense simplification of the Railway Goods Tariff at an early date. This Tariff has hitherto been so complicated that the East Indian, G. I. P. and other Railways have found themselves obliged to keep up bulky volumes of overgrown codes, the whole offering an almost hopeless tangle for business people interested mainly in the net cost of conveying goods from one place to another, while it causes delay in disposing of traffic, besides giving an immense amount of unnecessary labour to the expert railway officials concerned.

This is now to be changed. The recommendations of the Special Committee appointed to consider the matter, though still tentative and subject to confirmation by the various Railway managements, have, it is understood, secured the unanimous approbation of the Conference in regard to the general principles involved. They reduce the number of the headings under which goods are classified from some three thousand to five hundred. Articles in which the traffic is insignificant are relegated to general categories, for which the Railways can afford to quote uniformly cheap rates. Masses of special rules, introduced to meet temporary and long since vanished conditions, are likely to be abolished. Suggestions are also made for reducing the present seven classes of goods traffic to five, in such a way as to help both the Railway staff and the public without affecting the revenues of the Railways.

RAILWAY RISK NOTES.

(See *Report*, 1906, *pp.* 51, 282.)

Under date 27th February 1907, the following Resolution (No. 1836-1850) was published by the Department of Commerce and Industry, Government of India :—

"In the Circular issued by the Public Works Department No. I—Railway, dated the 9th March 1898, sanction was

accorded to the adoption by Railway Administrations, among other **Risk Note Forms**, of Form B, intended for articles despatched at a "special reduced" or "owner's risk" rate, and Form H, used as an alternative to Form B, when a sender desired to enter into a general agreement, in place of executing a separate risk note for each consignment.

2. "It has from time to time been represented that Railway Administrations should undertake a greater measure of responsibility in the case of consignments carried by them at the "special reduced" or "owner's risk" rates than is entailed by the existing risk note forms; and, as the Government of India agreed with this contention, the question of the revision of the forms was referred to the Indian Railway Conference Association for consideration. The Association, at their meeting in October 1904, revised the form of Risk Notes B and H; and these amended forms, after further revision by the Government of India, have now been finally accepted by all the Railways represented by the Association.

3. "The Governor-General in Council is pleased to approve, under section 72, sub-section (2), clause (*b*), of the Indian Railways Act, 1890 (IX of 1890), the use of the Forms B and H appended to this Resolution by Railway Administrations working railways, to which the Indian Railways Act, 1890 (IX of 1890), applies, with effect from the 1st April 1907.

4. "In the case of Railways in Native States, to which the provisions of the Indian Railways Act, 1890 (IX of 1890), have been or may in future be applied, the Governor-General in Council is also pleased to approve the use of these forms from the 1st April 1907 or from any later date on which the Indian Railways Act may be applied.

It may be mentioned that the difference between the new forms and those previously in use is that the Railways have

now to accept liability for the loss of a complete consignment or of one or more complete packages forming parts of a consignment, due to the wilful neglect of the Railway Administration or theft by, or due to, the wilful neglect of its servants, Transport Agents, or Carriers employed by them, provided the term "wilful neglect" be not held to include fire, robbery from a running train, or any unforeseen accident. The old form indemnified the Railways **for any loss arising from any cause** : the change, therefore, is to the advantage of the trade.

RAILWAY RATES.

In May 1907, the Bombay Government asked for the views of the Chamber in regard to a proposal made by the Agent of the G. I. P. Railway to compute the distance between **Bombay and Delhi** by the **Itarsi and Agra Route**, the same as that by the shorter route *via* Sabarmati, in order to secure **equalization** with the rates quoted by the B. B. & C. I. Railway by the latter route. It was stated that this principle had been adopted in other instances, *e.g.*, the East Indian Railway had been empowered, in quoting rates between Agra and Delhi, to reckon their distance as equal to that by the Agra-Delhi Chord route or, in other words, they had been allowed to shorten their distance by **13 per cent.** Again, it was stated that the minimum rates had similarly been relaxed by Government in regard to rates from the Bengal Coal Fields to Calcutta where the Bengal-Nagpur Railway had been permitted to calculate their distances from the Jheria Coal Fields to Calcutta as 170 miles, which was the distance by the shorter route over the East Indian Railway. This, it was stated, amounted to a reduction of over **14 per cent.**, but it appeared doubtful whether on **actual** distances it exceeded **10 per cent.** There were also other instances in which the longer routes had been

protected by similar orders, and it was argued that the B. B. & C. I. Railway route for traffic between Bombay and Delhi was shorter by only **12 per cent.**, and moreover involved transhipment.

In considering the question, the Committee felt that the point raised by the G. I. P. Railway of "computing mileage," or, in other words, asking to be allowed to work under minima rates, would be likely to open up many difficult questions which they did not think it would be wise to raise.

In addressing Government therefore the Committee stated that, while the Chamber must always insist on the full benefit of rates due to shorter mileage, the question of traffic by a longer distance from a common centre, and the amount to be received by the Railway carrying such traffic, were, in their opinion, matters which ought to be settled by the Railway Board. (*Appendix* **E-2.**)

RAILWAY FINANCE COMMITTEE.

It will be remembered that in May 1907 the Secretary of State appointed a Committee consisting of Sir James Mackay (Chairman), Sir David Barbour, Sir Walter Lawrence, Sir Felix Schuster and Mr. L. Abrahams to inquire and report on the **Methods of Financing Indian Railways,** with special reference to the complaints of inadequate arrangements for the traffic—goods and passenger—offering itself, and also to report on the constitution and working of the Railway Board. It was first arranged that a deputation, consisting of Sir James Mackay and Sir Walter Lawrence, accompanied by the Secretary of the Committee and by Mr. Brereton, the Government Director of Indian Railways, should visit India to receive evidence from officials and from representatives of the mercantile community on the subject of the inquiry. But later in the year the Secretary of State intimated that the

deputation of the above named gentlemen to India had been abandoned, and that it was considered sufficient for the Committee to receive the views of those interested in the subject in India by letter. It was, however, arranged that Mr. Brereton should visit India in his capacity of Government Director of Indian Railway Companies.

The following points were remitted to the Committee for inquiry:—

(1) Whether the amounts allotted in recent years for Railway construction and equipment in India are sufficient for the needs of the country and for the development of its trade; and, if not, then

(2) What additional amounts may probably and advantageously be raised for this purpose;

(3) Within what limits of time, and by what methods they should be raised;

(4) Towards what object should they be applied;

(5) Whether the system under which the Railway Board now works is satisfactory, or is capable of improvement, and make recommendations.

The Government of India, in addressing the Chamber on the subject, under date 30th November 1907, suggested that if it desired to make any representation on the above points, the same be sent direct to the Railway Finance Committee in London, and that a copy of the communication may, at the same time, be forwarded to the Department of Commerce and Industry.

In their reply the Committee of the Chamber, in the first instance, expressed their regret at the abandonment of the projected deputation to India, as it was felt that written statements could never convey information as fully as personal

inquiries on the spot and contact with the people out here would have done. It was therefore to be regretted that when expectations were raised regarding the arrival in India of the said deputation, that it should suddenly and unexpectedly have been cancelled. The Committee of the Chamber had most carefully considered the Railway question in its various aspects, and had concluded that the existing dissatisfaction with the Railway Administration in India might be set down to (*a*) defective financial arrangements, and (*b*) to faulty organization. Dealing with the former, the Committee were of opinion that the amounts allotted in recent years for construction and equipment had not been sufficient for the needs of the country and for the development of its trade. They further considered that an allotment having once been made to a Railway Company, it should not again be withdrawn or its expenditure interfered with by Government; that such allotments should be vested in the Railway Board, and any unexpended balance should not be allowed to lapse at the end of a financial year and be passed into the revenue of the following year. The unexpended balance should, in their opinion, be ear-marked, and either kept in suspense or entirely handed over to the Company concerned.

Beyond the allotments of the larger amounts now advocated for the construction and maintenance of railways, it was believed that additional amounts might properly and advantageously be raised by the Companies themselves on the security of their net earnings; and that these additional amounts should be sufficiently large, in the first instance, to thoroughly equip the existing lines, doubling them where necessary: any balance remaining being ultimately utilised in carrying on extensions that may be considered advisable. The Committee were further of opinion that the existing contracts were limited to too short a period, and they considered that they should be prolonged to, say, 50 years, with a view to making railways

more attractive for purposes of investment, experience having shown that under existing conditions shareholders lost interest in a Company whose period of contract was on the wane. On the other hand, the Chamber wished to strongly guard against the over-capitalising of Indian railways. It was feared this was being done to a certain extent at present by the inclusion in the capital of a Company of amounts spent on unproductive works, when such amounts should really be written off as maintenance expenditure.

As regards the Railway Board, as at present constituted, the Committee considered that this was merely a sub-department of the Department of Commerce and Industry, and it was believed that their functions were thereby considerably hampered, and the scope of their operations greatly curtailed. The Committee were of opinion that it would be advantageous not only to allow the Board a free hand in general administrative work, but to entirely separate it from the above Department, and to give the President a seat in the Council. The number of the Board they would leave as at present, but they suggested that, if possible, one member should be specially qualified to deal with financial and commercial problems.

It must, however, be understood that the Committee did not recommend the separation of railway finance from the general Budget Estimates, because it was realised that for some time to come the Railways would not be able to borrow all they required on the security of their net revenues, and that therefore grants must necessarily still be looked for from Government. (*Appendix* **E-3.**)

LOCAL COMMUNICATIONS.

(See *Reports*, 1904, *pp.* 127, 571, 852 ; 1905, *pp.* 53, 267, 522.)

In March 1907, the Chamber again addressed the Government of Bombay on the subject of **Local Communications in**

the City and Island of Bombay and pointed out the urgent necessity of establishing a system of rapid communication with the **New Trade Depots** which were being formed at Mazagon and Sewree. As regards the bridging of the Railway at Wari Bunder, the Committee considered this a necessity, for rapid communication between the Fort and Mazagon was absolutely necessary, and this being so, they considered that a level-crossing should not be tolerated. As the building of a bridge would take time, the Committee urged that this question should be settled as rapidly as possible and the work taken in hand at an early date. In bringing forward this question, however, the Committee did not waive in any way the contention they put forward in 1904 that Railway communication for passengers to the new trade depôt was most necessary, and they commended this matter to the very earnest consideration of Government, who, it was felt, must realise that a distance of 4 to 6 miles between business offices in the Fort—where they must of course remain—and the large trade depôts, to which reference had already been made, would be a serious matter unless constant and rapid communication by rail was established.

The Tram Service along the Reay Road was, the Committee considered, a necessity in any case, but this they thought must be supplemented by an efficient local train service, or business would be seriously hampered. With a view to making the new trade depôts as easy of access as possible, the Committee drew attention to the various level crossings which tended to cut off free communication between one side of the Island and the other. They drew special attention to the level crossings at Mahalaxmi and Byculla, which were a serious block to those who desired to travel rapidly from Malabar or Cumballa Hills to Mazagon. The cart traffic at these crossings and at Parel was also frequently blocked, and this inconvenience would be more seriously felt as time went on and the

trade and population of the city increased. This difficulty, the Committee submitted, could only be got over by bridging, and they felt that the time had come when the question should be discussed and decided on, so that by the time the general depôt was opened at Mazagon, easy and rapid access should be possible from every part of the Island.

In addressing the Chamber, under date 3rd April, the Government of Bombay, in reply to the Committee's representation, stated that the question of the need for the early construction of the proposed Frere Road overbridge at Wadi Bunder had already been taken up; that the parties concerned, namely, the Port Trust, the Municipality and the Railway Company, had been addressed on 27th February 1907, and it was hoped that these bodies would see their way to arrive at a satisfactory decision at an early date. It was added that the question of the construction of proposed overbridges across the two Railways north of Byculla had also been under consideration for a considerable time, and that Government were awaiting the reply of the Municipal Corporation to the communications addressed to that body relative to the incidence of the expenditure; and that it was hoped a settlement of this question also would be arrived at at an early date.

Under date 14th May 1907, the Bombay Government forwarded to the Chamber a copy of a communication from the Secretary to the Bombay Port Trust, and enquired whether the Chamber were aware of the proposals which the Port Trust had in view, and whether the Committee were prepared to acquiesce in a postponement of consideration of the question of constructing the Frere Road overbridge at Wadi Bunder. The Port Trust, in their letter to Government, stated that under any circumstances nothing could be done until the G. I. P. Goods Yard west of the Frere Road was ready, which the Trustees were informed would be on 1st January 1908. The Trustees

entirely concurred with the Chamber as to the great importance of extending the Tramway Service across Wadi Bunder along the Reay Road to the Kala Chowkey, and ultimately to Sewri with a branch line taking off at Dock-Yard Road and crossing the Railway by the proposed bridge at the Harbour Defences Yard and following the line of Magazine Street (which was to be widened to 100 feet) right on to the site of the proposed Cotton Green on the New Reclamation.

As regards the extension across the Wadi Bunder Yard, it was stated that the Trustees had under consideration proposals which would be submitted to Government in due course, and which, if approved, would entirely dispense with the necessity for an overbridge at Wadi Bunder and would preserve the through road from the Town Hall to Sewri for tramway and wheeled traffic practically unimpeded by Railway crossings. The saving in expenditure that would thereby be effected in the case of the Wadi Bunder Bridge alone would be very considerable; that work, if made of the full designed length, was estimated to cost Rs. 8 lakhs including approaches but excluding the value of the land occupied by the necessary low-level roads in connection therewith, this was for a bridge 50 feet in width only, whereas it was considered the width would have to be the full width of the road, namely, 90 feet.

In these circumstances the Trustees were of opinion that the further consideration of the subject be deferred until a decision on the proposals referred to had been arrived at.

In their reply, dated 6th July 1907, the Committee informed Government that whilst they were strongly averse to indefinite delay, they were in the circumstances agreeable to a temporary postponement of the question, provided that within the next few months the point at issue was finally settled. The Committee had however resolved to press for the construction

of an overbridge if even a single line of Railway crossed any section of Frere Road.

Towards the end of the year, and while this report was in preparation, the Chamber received a long letter from the Bombay Government in connection with the numerous important schemes for the development of Bombay City and the improvement of communications in the Island. As the points involved necessitate extensive consideration and discussion, the Committee are unable at this juncture to embody in this report the details of the Chamber's reply; but this, with the relative papers, will be included in the enlarged Volume. (*Appendix* **E-4.**)

INDIAN RAILWAYS AMALGAMATION.

Madras and Southern Mahratta Systems.

In May 1907, intimation was conveyed by the Secretary of State to the Board of Directors of the Madras Railway that he had decided not to continue the administration of that system as a separate undertaking, and that he intended handing over a portion of the line to the Southern Mahratta Railway.

In view of a suggestion of the Madras Chamber of Commerce that the **Head Quarters of the Southern Mahratta Railway**, after its amalgamation with the present Madras Railway, should be at Madras, the Committee, in a letter addressed to the Railway Board under date 20th June 1907, submitted that the sections of the Southern Mahratta Railway, Hotgi-Gadag, Poona-Londa and thence to Guntakal, traverse areas well within the commercial sphere of influence of the Ports of Bombay and Marmagoa, and that the trade of this region was carried on to a very large extent with these two Ports. The Committee, therefore, protested against the sugges-

tion of the Madras Chamber and submitted that it was of great importance to the trade of Bombay and Marmagoa that the Head Office of the Southern Mahratta Railway should remain in Dharwar.

The Committee also suggested that in the re-arrangement which was about to take place, the **G. I. P. Railway should be extended from Raichur to Guntakal** to bring it into connection with the Southern Mahratta System, and so obviate the necessity of traffic from the metre-gauge line from stations on the G. I. P. having to travel over a section of the present Madras Railway. Further, that if the above suggestions should not commend themselves to Government, a clause be entered in the new working contract prohibiting the new system in the matter of railway rates from giving either Marmagoa or Madras any undue advantage over Bombay.

Telegraphic advices from London towards the end of October 1907 intimated that the Secretary of State had resolved to hand over the Bangalore-Madras Section to the new Southern Mahratta Railway. Regarding the Junction with the G. I. P. Railway, the Secretary of State decided to leave the Junction at Raichur, this being a compromise between the competing proposals which were in favour of Wadi and Guntakal respectively. (*Appendix* **E-5.**)

INDIAN TELEGRAPH DEPARTMENT.

Signatures on all Sent Telegrams.

Rule No. 34 in the Indian Telegraph Guide requires that all **Sent Telegrams** should bear the true signatures and addresses of the senders at the foot of the message forms. The Director-General of Telegraphs, in a letter addressed to the Chamber, under date 12th June 1907, stated that the above

procedure was very generally not observed, especially in the case of mercantile firms, and that consequently cases of fraudulent messages having been accepted in offices—some of them merely being stamped with rubber stamps—had formed the subject of complaint to the Check Office. In consequence of this, the Director-General had notified all officers of the Department, drawing attention to the rules on the subject, and directing them to insist on every telegram bearing the signature of the sender, and, when sent in the name of a firm, the signature of the person on whose responsibility the telegram is sent. From correspondence subsequently received in the office of the Director-General, it appeared that the strict observance of the rule was causing inconvenience, and was, in fact, objected to by some firms. The Director-General accordingly enquired whether the Chamber considered the rule required modifying, and, if so, whether it was thought that the name of a firm simply written or stamped at the foot of a message should be accepted, or whether, as had been suggested, the name of a firm, if written, should be accepted, but if stamped should bear the intitials of a responsible member of the firm.

The Committee, after very careful consideration, were of opinion that the rule in question required no modification, and that it should be maintained in its original form. They accordingly addressed the Director-General of Telegraphs in this sense, under date 25th June 1907.

On the 3rd September 1907 the Chamber was informed by the Director-General that after further consideration of the matter he had decided to add a foot-note to the rule in question, which now reads as follows :—

Rule 34. **Signature.** "The true signature and address of the sender (which are not charged for or transmitted) must always be written at the foot of the

telegram. The sender of a private telegram can always be called upon to prove that the signature attached to it is genuine."

Foot-note.

"In the case of telegrams from a mercantile firm, if the name of the firm is written, it should be accepted, but if stamped it should be attested by the signature, or initials, of a responsible member of the firm."

The above decision was in due course communicated to members of the Chamber by circular.

(*Appendix* **F-1.**)

CHARGES FOR DIRECTIONS ABOUT DELIVERY.

The Karachi Chamber called the attention of the Committee in July 1907 to a Notification published by the Telegraph authorities in regard to the revision of Rule 91, published in the Indian Telegraph Guide, whereby a fee similar to that for the registration of abbreviated addresses was to be charged for the registration of standing instructions regarding the delivery of telegrams during fixed hours in cases where no abbreviated addresses had been registered. The Karachi Chamber had addressed the Director-General of Telegraphs on the subject, and asked the Committee to support their representation.

The Committee considered that the new rule regarding delivery directions was equitable in its application to large towns such as Bombay, where much business was done, and where brokers and the native mercantile community generally made an excessive use of the privilege hitherto enjoyed, and it was thought they ought to be made to pay for the extra work their numerous directions entailed. It was felt however

that there might be some relaxation of the rule in the Mofussil, and the Committee were prepared to address Government in this sense if the Karachi Chamber concurred. But no further communication was received from that body.

Mercantile opinion was, however, divided as to the legitimate nature of the charge instituted by the Telegraph Department. While the Karachi Chamber protested against the innovation, the Bengal and Upper India Chambers regarded it as quite fair. Bengal, however, supported the new charge on the understanding that it was meant chiefly to cover cases where telegrams for a firm or individual had been delivered during certain hours at one address, and during certain other hours at another address. But the new rule did not make quite clear what was presumably the intention, namely, that no charge would be made for the mere registration of an address, or an alteration in an address where there were no other instructions whatever as to the delivery of telegrams. (*Appendix* **F-2.**)

TELEGRAPH RATES BETWEEN BOMBAY AND ADEN.

(See *Report*, 1906, *pp.* 61, 304.)

A reference to last year's Report will show that in reply to the Chamber's representation, the Government of India, while admitting that the rates for telegrams between India and Aden were disproportionately high, stated that they had endeavoured to obtain a reduction but had not been able to get the consent of the other authorities interested in the matter.

On the 17th April 1907, however, a Notification was issued by the Director-General of Telegraphs intimating that from the 1st May 1907 the rates for telegrams to Aden, Perim and

Obock from India or Burma *via* Bombay would be reduced as follows :—

	Present rate per word.	Future rate per word.
	Rs. as.	Rs. as.
Aden and Perim for Private telegrams..	1 5	1 0
For British, Indian and Colonial Government telegrams	0 11	0 8
Obock for Private telegrams	1 6	1 2
For British, Indian and Colonial Government telegrams	0 12	0 10

CODE LANGUAGE TELEGRAMS.

Combinations of two or more plain Language Words to form Code Words.

(See *Report*, 1906, *pp.* 56, 292.)

Following the suggestion made by the Chamber in October 1906, the Director-General of Telegraphs addressed the British Post Office on the subject of bringing before the International Telegraph Conference the question of allowing two or more plain language words to form single Code words. A lengthy reply was received in which it was explained that the expressions entitled to pass as actual words need not necessarily be simple as distinguished from compound words. The latter are also permitted as Code, if it is in accordance with the usage of the language to which such expressions belong to write them as single words. As regards artificial groups of letters, the Postmaster-General pointed out that the Conference held in London, when granting to the public this most generous concession, felt that care must be taken not to admit other combinations on the mere ground that they were capable of being

pronounced. For this reason the concession, as regards pronounceable groups of letters, was limited to purely artificial expressions formed so as to present the appearance of real words, to the exclusion of combinations formed by the juxtaposition of real words or of real words and other expressions. It appeared to the Postmaster-General that to accord expressly the right of making Code words by combining actual words when used in other than their actual sense would establish an undesirable distinction between different kinds of combinations which it would frequently be difficult to carry out and would thus be apt to prejudice the necessary control over improper combinations in plain language telegrams. (*Appendix* **F-3.**)

CODE LANGUAGE TELEGRAMS.

MUTILATIONS.

The Director-General of Telegraphs during the year under review instituted special enquiries into the abnormal **increase in the number of mutilations**, and as a result of his investigations ascertained that a large proportion of the mutilations was due (1) to the very complicated combinations of letters of which many Code words were composed, and (2) to the doubtful formation of certain letters in the handwriting of both senders of messages and of signallers at transit offices. He therefore suggested that, in the first place, the danger of using combinations differing so little from mere letter code, and the desirability of adopting simple and pronounceable combinations for Code words, should be brought to the notice of members of the Chamber, and in the second place the advisability of handing in all code messages typed or very clearly written.

A Circular to this effect was addressed to all members of the Chamber.

TELEGRAPHS.

Preservation of Inland Messages.

On the 16th May 1907, a Notification was issued by the Government of India, in the Commerce and Industry Department, reducing the limit for the preservation of **Inland Message Drafts** from four to three months except in the case of message drafts from offices situated on the frontier beyond Kashmir and the extreme limits of Burma.

The Notification was published in the *Gazette of India* of the 18th May 1907.

NEW MAIL CONTRACT.

Eight Hours' Acceleration.

Under date 19th August 1907, a Parliamentary White Paper was issued containing the terms of the Contract between the Postmaster-General and the Peninsular and Oriental Steam Navigation Company for the conveyance of East India, China and Australian Mails. A Treasury Minute was also attached to the paper.

The contract covers a period of seven years, from January 1908 to 1915. The previous contract for a similar service, dated from May 1897, was continued, with modifications, by the supplemental contract of July 1904, which was operative until January 1908, the Postmaster-General having power to extend the period to either five or seven years. Provision was also made for the acceleration of the service by twenty-four hours each way and for an increase in the yearly subsidy from £330,000 to £340,000, but subject to a reduction in the event of the extension of the contract to the longer period. On the recommendations of the Eastern Mail Service Committee, competitive tenders for the new service

were invited, but the only responsible tender received was that of the Peninsular and Oriental Line, the Directors of which, however, though willing to accept a contract for a service at an increased speed and for a reduced subsidy, were unwilling to make any partial tenders or to name any price at which they would be prepared to increase the speed to and from Bombay after the expiration of three years of the new service. The offer as regards subsidy was to accept for seven years from the 1st February 1908 an annual sum of £305,000 (thus reducing by £10,000 a year the lowest payment possible under the interim contract); to make a further reduction of £10,000 a year if it were decided to dispense with sea sorting and to effect further slight reductions at the discretion of the Post Office. According to the Treasury Minute the situation was then as follows:—If the contract of 1904 were prolonged until 1910, the subsidy for the whole period of five years would be reduced from £340,000 to £330,000 a year, and if it were prolonged until 1912, the subsidy for the whole seven years would be £315,000 a year. Prolongation till 1912 would mean that the total payments in the seven years from the 1st February 1905 to the 31st January 1912 would amount to £2,205,000, whereas if the new tender were accepted, they would amount to £2,240,000. Under the circumstances it was considered that the prolongation of the existing contract until 1912 would effect a saving of £35,000 in all, and this course was advised. The India Office, however, raised certain objections, considering that in view of the steady improvement in ships it would be preferable to commence under a new contract in 1915 rather than in 1912, and gave certain undertakings in regard to the subsidy, and it was decided that instead of the prolongation of the original service the new contract until 1915 should be adopted. The new contract secures certain advantages as follows:—The annual subsidy will be at a fixed rate of £305,000. The annual subsidy

under the contract of 1904 was, as stated above, £340,000 subject to reduction to £330,000 or £315,000 with retrospective effect for the whole period, in the event of the extension of the contract to five or seven years respectively. **A saving of eight hours is effected on both out and home journeys between Brindisi and Bombay,** provision being made for a stop at Aden, while a saving of thirty-four hours takes place on the outward journey between Brindisi and Shanghai, and of twenty-four hours on the Homeward route, allowing for stops at Aden, Colombo, Penang and Singapore in both cases. The new contract also allows for a stop at Hongkong of twenty-four hours on both journeys as against twenty-four hours on the outward and thirty hours on the home journey in the 1904 contract, while between Brindisi and Adelaide the journey is shortened by twenty-four and twelve hours on the outward and Homeward routes, respectively. As regards speed, under the new contract, the average speeds at sea are calculated by the Post Office to be as follows:—Brindisi to Bombay, 16·05 knots; Brindisi to Shanghai, 14·48 knots; Brindisi to Adelaide, 15·16 knots; Adelaide to Brindisi, 14·85 knots. The Master and Officers and at least three-fourths of the crew of the Mail Ships and the majority of the Board of Directors of the Company are to be British subjects, while if sorting accommodation is not required the subsidy is to be reduced by £10,000.

The other provisions of the contract are substantially unaltered. The penalty for failure to start a boat or train at the appointed time is fixed at £500, with a further penalty of £100 for every twenty-four hours' delay. The penalty for late arrival in either direction is fixed at £100 for every twelve hours as between Brindisi and Bombay or Brindisi and Shanghai, or of twenty-four hours as between Brindisi and Adelaide. The new contract has met with the approval of the Treasury, since, as compared with the old, it offers an improved service in return for a smaller subsidy.

HOMEWARD MAILS.

Railway Facilities for Passengers.

In September 1907 the Bengal Chamber intimated that they contemplated addressing the Government of India on the subject of the New Mail Contract, but that, apart from the general question of the terms of the Contract, a further point had been brought to their notice, *viz.*, the suitability or otherwise of 2-39 p.m. Standard Time (2 p.m. Bombay Local Time) as the **hour of departure of the Mail Steamer from Bombay.** They pointed out that an arrangement was made in 1906 by the Post Office and the Railways, whereby the timing of the Mail train from Calcutta was revised as from February 1907. Formerly, the Overland mails were conveyed by the daily train from Calcutta as far as Naini, and thence to Bombay by a special train, but at the time of writing they were carried all the way by the ordinary mail train which was due at Bombay at 1 p.m. (Standard Time) as against 12-5 p.m. (Standard Time), the hour at which the special formerly arrived. The Bengal Chamber stated that it was found in practice that the interval between the arrival of the train at Bombay and the departure of the steamer was too short. Even for the mails it was said to be insufficient; and as regards the passengers, the P. & O. Company had issued a notice at the beginning of the hot weather warning such that they would run the risk of being left behind if they travelled by the mail train. Under the circumstances, the Bengal Chamber desired to know whether any exception would be taken in Bombay to a **later departure, say 3-30 p.m.** (Standard Time), as this hour would enable Calcutta passengers to travel by the mail without fear of missing the connection at Bombay, and would also, to a certain extent, provide against the contingency of late arrivals which must be thought of.

The Committee, in acknowledging the above communication, pointed out that the matter was one on which very strong views had always been held in Bombay; that as the mercantile and trading communities would seriously object to any further extension of working hours on Saturday afternoon, they could not support the suggestion for the later departure proposed by the Bengal Chamber, *viz.*, 3-30 p.m. (Standard Time), and added that they would be compelled to strongly protest against any change from the existing time in the direction indicated. (*Appendix* G-1.)

TRANSPORT OF THE INDIAN MAILS THROUGH EGYPT.

The chief obstacle put forward in the past against the transit of the overland Mails from Alexandria to Suez was the risk of inconvenience by quarantine—especially at Suez—owing to the frequency of plague or cholera in India.

The British Chamber of Commerce of Egypt (Alexandria) brought the matter to the notice of Lord Cromer in December 1906, and emphasized the gain in time in the delivery of the mails that would be effected by the Overland transit. It was represented that the steamer from Brindisi, which generally reached Port Said each Wednesday morning at about six o'clock, could reach Alexandria, owing to the shorter voyage, at about 6 o'clock on Tuesday evening. As the Egyptian Railways run on to the quays in Alexandria, it was suggested that a train might be kept waiting alongside ready to receive mails and passengers; the latter could then be carried direct to Suez, reaching there at an early hour on Wednesday morning. The mails would thus be put on board the East-going steamer at Suez at the same time that they were put on board the same steamer at Port Said. By this means India and the Far East

would have their mails expedited by the duration of the steamer's passage through the Suez Canal, which represented some 24 hours.

The British Chamber of Commerce in Egypt addressed the Bombay Chamber on the subject in the early part of the year under review; but while the Committee recognised that any **movement to materially accelerate the Indian Mails** would always be of great interest to the Members of the Bombay Chamber, they felt that they could not very well express an opinion until they definitely knew why Government originally objected to the land route. On this point the Committee believed this question was fully examined by the Eastern Mail Service Committee in London in 1903, and that it was then decided not to recommend the adoption of the land route across Egypt for the transmission of the Indian Mails. From the correspondence submitted by the British Chamber of Commerce in Egypt, it appeared that the Postal Authorities in England considered that there had been no change in the situation since then to render it necessary to reconsider the matter. (*Appendix* **G-2.**)

REDUCTION IN POSTAGE RATES.

The reductions in the rates of foreign letter postage, which came into force on 1st October 1907, were the result of the recent Universal Postal Congress held at Rome; but whereas the unit of weight laid down at the Congress was 20 grammes, the United Kingdom and India have been permitted to fix their equivalent for this unit at one ounce, which is a little over $28\frac{1}{3}$ grammes.

As regards **inland postage rates,** India has long had the cheapest postage on Inland post-cards and on light letters. Except for purely local purposes there is no postage in the

world so low as the ¼ anna post-cards and the ½ anna letters. One drawback to the ½ anna letter was, however, the fact that the weight did not allow the public to make use of the best writing paper and envelopes. This was got rid of to some extent when the weight allowed for ½ anna was raised from ½ tola to ¾ tola. From 1st October letters weighing up to 1 tola are allowed to go for ½ anna, and this weight allows of the use of a sheet of paper and envelope of a really substantial quality, or of several sheets of thin paper.

The United Kingdom has so far had the cheapest penny rate in the world, *i.e.*, 4 oz. for a penny. As, however, ten tolas is rather more than 4 oz., India now leads the world in this respect also.

It will also be observed that, from the 1st October, Inland parcels weighing not more than 440 tolas (or 11 lbs.) are carried at the uniform rate of two annas for every 40 tolas, *i.e.*, at 2 annas per lb. This means an all-round reduction of 2 annas per parcel on existing rates, and, considering the enormous distances to be traversed and the difficulty of communication in many parts of India, the new rates of Inland parcel postage will compare very favourably with those in any other country.

The following are the details of the changes which came into force on the 1st October 1907 :—

LETTERS.

For a letter not exceeding one tola in weight. ½ anna.

For a letter exceeding one tola but not exceeding ten tolas in weight 1

For every additional ten tolas or part of that weight... 1

PARCELS.

(*a*) Parcels not exceeding 440 tolas in weight—

For a parcel not exceeding 40 tolas in weight. 2 annas.

For every additional 40 tolas or part of that weight ... ... 2 „

(*b*) Parcels exceeding 440 tolas in weight—

For a parcel exceeding 440 tolas but not exceeding 480 tolas ... ... 3 rupees.

For every additional 40 tolas or part of that weight ... ..., ... 4 annas.

On and after the same date the following rates of postage will be charged in respect of letters sent by the Foreign Post :—

(1) For United Kingdom and British Possessions and Protectorates referred to in Clause 155 of the Indian Postal Guide and also for Egypt (including the Soudan)—

For a letter not exceeding one ounce in weight ... ... 1 anna.

For every additional ounce or part of that weight ... ... 1 „

(2) For any other part of the world served by the Foreign Post with the exception of Ceylon and Portuguese India—

For a letter not exceeding one ounce in weight ... ... 2½ annas.

For every additional ounce or part of that weight... ... ... 1½ „

(3) For Ceylon or Portuguese India ... Indian inland rates.

POSTAL MATTERS.

EMBOSSED ONE ANNA ENVELOPES.

Towards the end of 1907 the Postmaster-General, Bombay, wrote to the Chamber intimating that it had been suggested to the Director-General of the Post Office of India that two new descriptions of **Embossed one anna Envelopes** would be a desirable improvement. It was explained that the existing oblong one anna embossed envelope issued by the Post Office ($5\frac{3}{4} \times 3\frac{1}{4}$ inches) was a little too small, and that one measuring $6 \times 3\frac{1}{2}$ inches, *i.e.*, the same size as the new half-anna commercial envelope recently introduced would be suitable. It was also considered that the introduction of a stout one anna envelope measuring 9×4 inches, which would hold papers up to the maximum weight allowed for the one anna rate of letter postage, would meet a public want and command a large sale.

The Committee, in acknowledging receipt of the above communication, stated that they approved of the suggestion that the present one anna embossed envelope should be enlarged, and made the same size as the new half-anna commercial envelope which had been recently introduced.

They were not however of opinion that a one anna embossed cover measuring 9×4 inches would be popular, and therefore did not recommend an issue of this size. (*Appendix* G-3.)

THE BRITISH SIGNAL MANUAL.

Through the courtesy of the Port Officer, Bombay, the Chamber, was favoured during the year with a copy of the Report of the Parliamentary Committee appointed to consider

the whole question of signal communication, and the practical possibilities for signalling between the Royal Navy and the British Mercantile Marine, both by day and night. The Report was accompanied by a copy of the British Signal Manual, compiled by the Committee in question for the approval of the Admiralty.

The papers were in due course circulated for the information of Shipping Companies in Bombay, and the Port Officer was thanked for placing the documents at the disposal of the Chamber.

DEVELOPMENT OF THE PENCH VALLEY COAL FIELDS.

This matter was brought to the notice of Government by Messrs. Shaw, Wallace & Co., of Bombay, and the Committee of the Chamber were subsequently invited by Government to offer any remarks they wished to make on the whole situation. The firm represented that the present railway facilities were totally inadequate, and as a consequence were retarding very seriously the development of this important coal field, which they contended if opened fully would not only be of immense advantage to the industrial expansion of the Central Provinces and the Bombay Presidency, but would also be of great benefit to the Railways in Western and Central India, both in respect of the large revenue that would be derived from the carriage of coal and of the economy in cost of fuel that would be obtained from opening out this new and cheap source of supply.

It was pointed out that when the Bengal-Nagpur Railway Company's line from Chindwara into the Pench Valley Coal Fields was originally sanctioned, it was proposed

that a couple of branch lines should be constructed to Barkui and Sirgora. Hitherto only the Burkui line had been made, and owing to the insufficient supply of wagons and absence of regular transport, the coal stocks deteriorated and the further development of the mines was necessarily arrested until better railway facilities were available.

The remedies suggested were (*a*) that the Bengal-Nagpur Railway should be urged to maintain a sufficient supply of rolling stock on these branch lines to cope with a traffic of fully 20,000—25,000 tons of coal monthly from the Pench Valley Coal Fields, irrespective of what may be required for the Manganese, Cotton, and Grain traffics, and (*b*) that early sanction should be given for the construction of a broad-gauge connection from the Coal Fields to the west *via* Itarsi and/or Wardha.

The Committee, on full consideration of the subject, were unanimous in opinion that the opening of the Pench Valley Coal Fields would be of advantage to the industrial expansion of the Central Provinces and Western India generally, and they were, therefore, in favour of the remedies above proposed. And as regards the construction of a connecting line between the Coal Fields and Itarsi or Wardha, the Committee informed Government that they approved of the construction of a broad-gauge between Chindwara and Itarsi, provided the line was placed under the control and management of the G. I. P. Railway. The building of such a line would, it was believed, provide a practically unlimited supply of cheap coal to Ahmedabad and Bombay to the great advantage of both the Industries and Railways connected with these two important centres of trade. (*Appendix* **H.**)

BREAK-WATER PIER AT THE GOVERNMENT DOCKYARD.

With reference to the proposal of Government to continue the construction of the **New Break-water Pier at the Government Dockyard** in a north-easterly direction (practically in the same line as the portion completed), the Committee, in a letter addressed to the Government of Bombay, under date 10th May 1907, called attention to a representation which had been made to Government by the Trustees of the Port of Bombay protesting against the proposal in question, and supporting that protest on behalf of the mercantile community against the extension of the Government Dockyard further towards the north. In connection with this question, the Committee called attention to a letter which they had addressed to the Collector of Customs on 28th September 1906, pointing out that "if the present Docks are to be extended in the future, the only available site for such a purpose would be to the south of the present Ballard Pier."

In these circumstances, the Committee were unable to approve the intention of continuing the construction of the new Break-water Pier in the direction indicated, while they strongly supported the contention of the Port Trust that the space to the south of the Ballard Pier be left for the future extension of Commercial Docks.

Soon after the receipt of the Chamber's representation, the local Government addressed the Government of India asking them to give adequate notice of any intention to extend the Dockyard Pier in the manner referred to, and to afford the Bombay Government an opportunity of stating their views on the proposal. (*Appendix* I-1.)

DOCKS.

Delays in Delivery and Shipment.

In July 1907, representations were made to the Chamber in regard to the **Deficiency of Coolie Labour in the Docks,** and in the papers placed before the Committee, specific instances of delay were quoted in each case. Attention was at the same time called to the detention of wagons at the Docks and the consequent claim for demurrge by the G. I. P. Railway: as also to the fact that owing to the inability of the Dock people to deal with the traffic, wagons had to be diverted, which would otherwise have gone straight alongside the steamers to the firms' godowns, thus involving extra expense. The inconveniences complained of were, it was alleged, due, in a great measure, to the absolutely inadequate supply of labour by the Dock Contractor, and the want of proper supervision to control what labour the contractors actually supplied. Complaint was also made about the shifting of steamers from berth to berth during the time of loading or discharging cargo.

On receipt of these complaints the Chamber, under date 11th July 1907, addressed an urgent representation to the Port Trust, drawing attention to the serious and unusual delays in the loading and discharging of vessels in the Docks, and the consequent inconvenience and loss incurred by merchants and traders. While the scarcity of labour might partially explain the situation, the Committee were of opinion that the chief factors in the unsatisfactory state of affairs brought to notice were defective organization and inadequate European supervision. The Committee accordingly urged the immediate employment of more European assistants, who, being free of all office work, would be able to devote the whole of their time to active supervision of the labourers employed at each Dock.

The only reply to this representation which the Chamber has so far received is to the effect that the matter was receiving attention. (*Appendix* I-2.)

LAND ACQUISITION ACT.

References in the High Court.

The transference of the **Bulk Oil Installations** from Mody Bay to Sewri on account of the construction of the New Dock and the laying down of the Port Trust and Harbour Branch Lines necessitated the taking up of considerable areas of land by the Board of Trustees of the Port of Bombay. This caused several references to be made to the High Court under the provisions of the Land Acquisition Act, and as the properties to be dealt with formed, in most instances, portions of a continuous area, it seemed probable that some of the questions raised in each case would be of a character similar to, and have a bearing on, questions raised in other cases. In these circumstances the Trustees of the Port, in a letter to Government, considered it most desirable that a Special Judge, exceptionally conversant with values of land and immovable property in Bombay and experienced in dealing with questions affecting such values, should be appointed to decide these references consecutively until they had been disposed of.

In supporting the Trustees' representation, the Chamber, in addressing Government on the subject, urged the desirability of appointing the highest authority possible, so that the decisions arrived at may form unquestioned precedents for the future.

Under date 24th September 1907, the following notification was published by Government:—

> "The Governor in Council is pleased to appoint Mr. N. C. Macleod, B.A. (Oxon), Barrister-at-Law, to be

an Additional Judge of His Majesty's High Court of Judicature at Bombay, for a period not exceeding one year, for the disposal of references under the provisions of the Land Acquisition Act, 1894 (I of 1894). (*Appendix* I-3).

REFUNDS OF TOWN DUTY ON SUGAR.

(See *Report*, 1906, *pp.* 81, 368.)

A reference to last year's report will show that a reply was awaited from the Municipal Commissioner to the Chamber's representation, dated 13th July 1906, regarding the system under which **Refunds of Town Duty on Sugar** were granted. This was received on the 11th March 1907. In it the Commissioner stated that the refund system of the Municipality required that bags of sugar on which refund was claimed should be capable of identification and should be identified as those on which the duty for which refund was claimed had actually been paid; that this could only be done through some system of marks, and that in practice it had been decided to accept as identity marks the marks found on the bags and entered on the **Import Duty Bill**. The Municipal Commissioner, however, admitted that these marks were at times so numerous and confusing that not only was it difficult to enter them correctly in the **Import Bill**, but that trouble was also experienced in sorting the different consignments according to marks and delivering them correctly to the consignees. As a remedy for these evils he suggested that importers should (1) insist on a simplification of the marks placed on the bags at the time of export, or (2) obtain larger accommodation for the sorting of consignments as they arrive. He also pointed out that in cases where marks were unidentifiable or bags had become hopelessly mixed, the Refund Department had allowed such bags to

be freshly marked with some special mark approved by the Department, provided always that this was done before the bags left the Docks. The Commissioner submitted that this was sufficient to obviate any cases of real hardship, but he was prepared to go even further than this and undertake the fresh marking of every bag of sugar received in the Docks on a system which had received the approval of at least one large Importing firm. This however the Chamber had strongly disapproved of. In conclusion the Commissioner stated that he did not feel it was within his power to render the Chamber any futher assistance in this matter, as he was not prepared to advise the Corporation to dispense with the present system of identification by marks.

The Committee, in replying to the above communication, under date 2nd May 1907, pointed out that the one reason why the system under which refunds were granted gave rise to abuses, besides being troublesome and vexatious, was on account of the refusal of the Municipality to recognise the brand mark on bags as sufficient for purposes of identification. Owing to this the work of sorting and delivering in the Docks had considerably increased, for the reason that a steamer's cargo for a number of consignees was generally marked in different ways. There was always the possibility of each importer's lot being branded with the refiner and/or the foreign trader's mark, with the brand mark of the sugar, the importer's mark, and so on, all of which must, under the orders of the Municipality, appear on the drawback certificate, or refund would not be granted. As regards the Commissioner's contention that bags on which refund was claimed must be capable of identification, all that was said on this point was that the Municipal refund system required it, but the question naturally arose as to whether the present elaborate and costly refund system was not capable of simplification to a material extent. And until the points this

Chamber had constantly urged, *viz.*, that quality marks should be recognised as sufficient, or that a bag of sugar should be recognised as a bag of sugar irrespective of mark, and that the six months' limit should be withdrawn, had been satisfactorily disposed of, the Committee were forced to believe that the refund system of the local Municipality was so organized as to cause a maximum of inconvenience to the trading community of Bombay. The Chamber further pointed out that from the details published in the last Administration Report of the Municipal Commissioner, it would appear that the **Total Amount of Town Duty on Sugar** collected during the year ending 31st March 1906 **amounted to Rs. 14,37,309,** out of which **Rs. 12,55,983 was refunded, leaving a net revenue of Rs. 1,81,326.** After deducting a sum of Rs. 60,630 for expenses of collection and refund, a balance of only **Rs. 1,20,696** was left as net profit to the Municipality. From these figures it would be seen that the refunds amounted to about 88 per cent. of the collections. Considering the amount of labour involved in, and the annoyances caused to, the trade by these refunds, it seemed to the Chamber to be questionable whether the revenue obtained by this process was not much too dearly bought. For, as the published returns showed, over 3 million cwts. of sugar were imported into Bombay in the official year ending 31st March 1906, and as refund certificates were, as a rule, for a small number of bags only, the work of collecting and refunding, taking the two items together of nearly 27 lacs, must have been enormous. The Chamber was therefore of opinion that the tax on sugar should be abolished, not only in the interests of trade but with the object of freeing the food of the people from local taxation; and the Committee accordingly requested that this question should be considered by the Corporation, not so much from the point of view of defending a Town Duty

and Refund System—which, as was pointed out, yielded on this article such a very inadequate return,—but in the interests of the sugar trade of this port.

The Chamber at the same time addressed Government asking for their sympathy and support in their endeavour to free the food of the people from local taxation, and trade in an article imported into Bombay for purposes of distribution to up-country centres, from the burden of an obnoxious system, which in their opinion urgently required re-adjustment; and they strongly deprecated a continuance of the present procedure under which trade in Bombay was at a serious disadvantage as compared with Calcutta, where no Town Duties were levied. They, moreover, submitted that the system in Bombay threw upon consumers of all classes of such necessary articles as sugar, grain, flour and ghee a burden that should properly be borne, as it was in Calcutta, by taxing property. It was understood that Government had been addressed on the question of an increase in their contribution to the resources of the Improvement Trust, but the Chamber considered that Bombay could not be regarded as having as good a claim to assistance in the matter of the sanitary improvement of the City so long as property was relatively so lightly taxed, whereas the re-adjustment of taxation suggested would do away with this disparity, and would place the claims of this City on a par or more nearly on a par with Calcutta in the matter of its claim to assistance from Imperial Revenues.

So far no reply has been received either from Government or the Municipality.

The matter was, however, incidentally mentioned at the Meeting of the Legislative Council of the Governor of Bombay held on 26th June 1907, and a summary of the remarks which then fell from the Chairman of the Chamber and other Coun-

cillors, together with what was stated by Sir Steyning Edgerley (2nd Member of Council), will be found in the *Bombay Government Gazette* of 2nd September, Part VII. (*Appendix* J.)

INSUFFICIENCY OF WATER-SUPPLY IN BOMBAY.

(See *Report*, 1906, *pp.* 86, 386.)

It will be remembered that in June 1906, the Committee addressed Government on the subject of the **Insufficiency of the Water-supply in Bombay**, and gave certain instances of the inadequacy of the supply in the City.

Under date 18th October 1907, the Committee received a long letter from Government in reply to their representation. Government were assured that the Bombay Municipality appreciated the fact that the population of the City was increasing, and were taking measures to maintain the water-supply in a satisfactory state and to meet increased requirements. The following were the important measures then in hand:—

(1) Providing and laying a 32-in. main from the Tansa main at Chinchpokli to Malabar Hill Reservoir.

(2) Providing and laying a 24-in. water main from the Tansa main at Chinchpokli to the Bhandarwada Reservoir.

(3) Providing and laying a 32-in. diameter outlet main from the Malabar Hill Reservoir up to the Junction of Chowpati and Gamdevi Roads.

Government stated that the benefits anticipated from (1) and (2) were as follows:—

(*a*) Full quantity and a uniform rate from the Tansa main to the Malabar Reservoir and Bhandarwada Reservoir, ensuring better regulation and control to the water-supply to all districts.

(*b*) Relief from "water hammer" sudden shock caused to the main by frequent working of the sluices on the Tansa main and branches therefrom. At present when the Tansa supply is distributed direct without at first being emptied into balancing reservoirs, the sluices are frequently opened and shut to deliver water in different directions and Districts. When the 32-in. and 24-in. mains are laid from the Tansa main to the Malabar Hill and the Bhandarwada Reservoirs, these sluices will remain at rest and "water hammer" action, which causes bursts, will be avoided.

The advantage to be derived from work No. (3) will be an improvement of pressure in the distributing mains in the City generally but especially in the mains in the Fort and Colaba Districts.

The other measures under consideration for improving the water-supply of the City were the laying of new mains and the renewal of the worn-out mains, replacing them by mains of larger diameter. These will secure a larger supply with increased pressure. The Municipal Commissioner and the Corporation have also under their consideration the advisability of increasing the quantity of water daily available for common use by developing the existing Vehar and Powai Water Works and by duplicating the Tansa main. (*Appendix* K.)

OCTROI TAXATION IN SIMLA AND LAHORE.

In October 1907 the Punjab Trades' Association addressed a memorial to H. E. the Viceroy, strongly urging the total **Abolition of Octroi**, or if this was considered impracticable the exemption of sea-borne goods on which Imperial Customs Duty was levied.

A copy of the above memorial, as well as a copy of the Proceedings of an Extraordinary General Meeting of the Association held in this connection on the 23rd September 1907, was sent to the Bombay Chamber for consideration and support.

The Committee fully sympathised with the Association in the matter, and considered that, on general principles, **Octroi Taxation** should be entirely abolished in India. They further stated that the whole question was under consideration, and that it was proposed to address Government on the subject.

(*Appendix* **L-1.**)

THE BRUSSELS' SUGAR CONVENTION.

(See *Reports* 1898, pp. 147, 494; 1899, pp. 83, 206; 1900, pp. 112, 330; 1902, pp. 41, 266; 1903, pp. 55, 364).

In the early part of the year, the Chamber was addressed by the West India Committee in London on the subject of the **Continuance of the Sugar Bounty Convention**, and with that idea the Committee explained the object of the Agreement namely, to secure the abolition of foreign sugar bounties and cartels which were ruining the sugarcane industry in countries whose sugar refineries were not receiving artificial assistance. This Agreement, to which all the principal sugar producing powers are parties, came into force on the 1st September 1903,

and after five years, *i.e.*, from the 1st of September 1908, it remains in force year by year unless one of the high contracting parties notifies its intention to withdraw.

It was stated that, as a result of the Convention, an equality of opportunity with foreigners in British markets had been restored to the West Indian producers, and that considerable developments were, as a result, taking place in the West Indian Sugar Industry. It was believed that the intention of the present British Government was to cease being a party to the Agreement on the 1st September 1908, and the Secretary of the West India Committee accordingly asked if the Bombay Chamber were disposed to address the Secretary of State for the Colonies, urging the continuance of the Brussels' Convention on the Home Government.

The above representation received the careful consideration of the Committee, but while sympathising with the writers in their efforts to promote the growth of the sugar industry in the West Indies, they regretted their inability to comply with their request to address the Secretary of State in the direction suggested.

Later in the year the Committee addressed the Government of India, with reference to the above Convention which, as previously remarked, the present Government would probably decide not to continue as parties to after the 1st of September 1908, it having been freely stated in London that they intended to give notice of their decision to withdraw before the 1st of September 1907.

The Committee of the Chamber were of opinion that the question of the continuance of the Convention was a matter for the Government at Home, as manufacturers and consumers in the United Kingdom were mainly affected by it. They could

not therefore agree with the argument advanced by the Karachi Chamber that the Government of India should urge the Home Government to continue the Convention, because the Countervailing Duties levied in this country were a distinct disadvantage to business on this side. The question as to whether the Countervailing Duties should be re-imposed if the Convention was not continued, appeared to the Committee to be another matter altogether. It did not seem necessarily to follow that if the Home Government decided to withdraw from the Convention, these Countervailing Duties should be re-imposed, for the question of their re-imposition depended upon the policy the Government of India intended to follow hereafter in this matter, and on this point the Committee asked for information.

In reply, the Government of India stated that they had no information as to the nature of the action, if any, which His Majesty's Government intended to take with respect to Article X of the Brussels' Sugar Convention of 1902, but stated that the opinion expressed by the Chamber on this point had been noted.

With regard to the Chamber's request for information as to the policy which the Government of India intended to follow in the matter of the Countervailing Duties, the Government of India stated that they were not prepared at present to make any pronouncement on this point.

In September 1907, **a Parliamentary White Paper** was issued, giving a return of petitions and representations made by public bodies and private Associations in India with regard to the Brussels' Sugar Convention. The return was made up of representations to the Government of India on behalf of the Chambers of Commerce of Bengal, Bombay, Madras, Upper India, Karachi and the Punjab respectively.

The Bengal Chamber stated they would view the withdrawal of Great Britain from the Convention with grave concern, recognising that such action might be the first step towards the re-introduction of the Bounty system, which the Convention suppressed. The objections to that system, they considered, had lost none of their force.

As they pointed out in 1898, the effect of permitting large importations of subsidised sugars could not be other than disastrous to the sugar-growing and refining industry of India, and that this view was shared by the Government of India was evidenced by the fact that within six years three Acts of the Legislature were passed with the object of protecting the industry by the imposition of Countervailing Duties. The Convention affording even more complete protection, the Chamber urged Great Britain to remain a party to it.

The Madras Chamber wrote that there was a decided opinion that the Convention should be adhered to, as it was beneficial to the sugar trade as a whole, having tended to stamp out unfair State-aided competition against which no unassisted sugar industry could contend. Countervailing Duties on bounty-fed beet sugar made Indian sugar producers independent of the Convention prior to its coming into force, but the producers did not forget the ruinous losses they were previously suffering, and could not but sympathise with their West Indian fellow-subjects, whose only safeguard against the tyranny of bounties was the Convention. It had been said that neither the Convention nor Countervailing Duties had prevented a continuous increase of imports of foreign sugar. The explanation of the increase was that, with growing prosperity, the natives of India were more and more substituting refined sugar for the unrefined or costly native-refined sugar which they have hitherto used. India's refining industry, however, was growing, and

there was no reason why, eventually, she should not supply all her wants locally, provided always that the industry was not deprived of a living wage through the dumping below cost of foreign bounty-fed sugar. If the recently accepted principle in the matter was to be liable to rejection at the dictates of party politics, it must create a feeling of insecurity, and so deter capital from entering the sugar business in India on the scale required for its proper development and in accordance with legitimate "Swadeshi" aspirations.

The Upper India Chamber said that they regarded with much concern the propriety of England's withdrawal from the Convention, and the consequences which might be anticipated to follow such a step, *viz.*, the defection of the other contracting parties and the revival of the sugar bounties. There were indications that the Indian Sugar Industry was at last emerging from the depression into which it had fallen prior to the inauguration of the Indian Government's policy towards the bounty system, and it was of capital importance that everything possible should be done to prevent a relapse. For the country to be again exposed to imports of bounty-aided sugars selling at prices below the cost of production would result in a general set-back alike in cultivation and manufacture, which could not be contemplated without serious misgivings. The Convention was a powerful instrument for the maintenance of fair trade in sugar, and although the imposition of the Countervailing Duties probably went further in restoring equality of conditions between the imported bounty-aid article and the Indian product, the Upper India Chamber desired to be associated with the opinions expressed by the Chambers of Commerce of Bengal, Madras and Karachi as to the need for England's adherence to the treaty.

Both the **Karachi and Punjab Chambers** were of the view that the continuance of the Convention would be in the

interests of the sugar trade in general and of the cultivation of sugar in India in particular. The Karachi Chamber added that the Indian Countervailing Duties necessitated by the European Bounties were a distinct disadvantage to free working on the Indian side. (*Appendix* L-2.)

INDIAN MERCHANDISE MARKS ACT.

FAST COLOURS IN PIECE GOODS.

(See *Report*, 1906, *pp.* 90, 399.)

In May 1907, the Collectors of Customs, Calcutta and Bombay, published the following Notification :—

"Notice is hereby given to Importers that with effect from the 15th August next such descriptions as "Fast Colours," "Warranted Fast Colour," "Pucca Rung" or the like applied to **dyed cotton goods** in English or in the vernacular will be dealt with as "false trade descriptions," of the material of which the goods are composed, unless the goods stand the test described below :—

Test.

"A Swatch of the cloth to be boiled for 10 minutes in a solution containing 4 grammes of a good neutral curd soap to a litre of water. Strands of the dyed cloth to be also twisted with strands of white cloth and boiled in the above solution for the same period.

"If under the above treatment the dyed cloth should change or lose any appreciable portion of its colour other than surface colour, or the colour should run materially from any one por-

tion of the cloth to any other, or into the white fabric soaped along with it, or the solution into which the dyed cloth is boiled become coloured to a material extent, the cloth under test will not be deemed to be of 'Fast Colour.'"

The Chambers of Commerce of Bengal, Bombay, and Karachi suggested that action should be deferred until such time as an opinion on the question could be obtained from Manchester and Glasgow; and to allow of this being done the Collector of Customs was good enough to alter the date on which effect would be given to the new regulation to the 31st December 1907. In the meantime the matter was submitted to the Manchester and Glasgow Chambers of Commerce, and the former referred it to their India, China and Colonial Committee, to which were added two Directors as experts, one a wholesale chemist engaged largely in the production of dye stuffs, the other a member of the executive of the Calico Printers' Association. In their report this Committee recommended that it should be pointed out to the Collector of Customs, Calcutta, that the test he had proposed to adopt was only meant to be applied to dyed goods and not to printed calicoes; that the object should be confined to putting a stop to the placing of fast colour marks or tickets on prints which are entirely, what is technically termed, "loose coloured" or "steam prints"; and if the Collector satisfied himself that a print came under this category, it should be condemned. A point sought to be made clear was, that the distinction between steam prints—in which it is well understood the colours are not fast—and other prints, made it quite practicable to draw the line between the two. And it was stated that, in providing for such discrimination, the Collector of Customs might reasonably count on the support of the trade. The following is the formula of the test proposed by the Manchester Special Committee:—A solution to be made of 2 parts by weight of

Marseilles soap (which is neutral and in which olive oil is the leading constituent) of the quality made at the present day to be dissolved in 1,000 parts by weight of pure soft water. The fabric to be immersed in this solution for 15 minutes, without rubbing, at a temperature of 150° F. Any colour that resists the foregoing to be considered "fast," the reverse being implied, but subject to the following proviso. If dyed goods stand the test as to the basis or ground colours where there are more than one, but only partially resist it as to super-added colours, such goods should not be condemned as "loose colour." The India, China and Colonial Committee were of opinion, however, that the test should only be applied to dyed goods and not to printed calicoes. For the latter, it was stated, there is no quotable test, as owing to the established usage of the last 20 or 25 years, prints only relatively fast had acquired in the trade the well understood meaning of being fast in comparison with steam prints which were regarded as "loose." The above Committee had said nothing as to the discolouration of the water used in the test being a proof of loose dye, but the Manchester Chamber of Commerce remarked that if such discolouration were only slight, it should be disregarded so long as there was no visible fading of the colour on the cloth.

The Indian Chambers of Commerce, however, although deprecating the practice of attaching the fast colour tickets to, or of stamping as such, loose colour goods, and although the Manchester test was obviously much less severe than that proposed by the Collectors of Customs in Calcutta and Bombay, hesitated nevertheless to take action. In the course of the correspondence the Bengal Chamber pointed out that the term "fast colour" was not a trade description within the meaning of the Merchandise Marks Act; this, it seemed, was clearly stated by the Advocate-General of Bengal, to whom the point

had been referred. It followed, therefore, that the Customs authorities could not exercise control over "fast colour" tickets without an amendment of the Act.

While the above correspondence was in progress, the Collector of Customs, Bombay, under date 21st June 1907, notified that "owing to a doubt having arisen as to whether the term 'fast colour' is properly a trade description of goods within the meaning of Section 2 (2) of the Merchandise Marks Act, the Custom House notification regarding the test to be introduced in connection with dyed goods marked 'fast colour' has been cancelled at Calcutta and may be considered as cancelled here also."

In acknowledging receipt of this communication the Committee pointed out that the issue of the original order without, as it subsequently appeared, due consideration and full inquiry, had caused a great deal of inconvenience and trouble to merchants dealing in such goods; many consultations and much correspondence with dealers, manufacturers, and shippers having been rendered necessary by the issue of the order referred to.

All this the Committee contended could have been obviated had legal opinion, Chambers of Commerce in England, and the trade generally been consulted as to the test that was to be applied prior to the issue of this order by the Imperial Customs Service, which, it was pointed out, had been specially formed to protect traders against inconveniences of this nature.

The Committee further submitted that the procedure followed in this instance had completely ignored—or so it appeared to them—the *raison d'etre* of the Imperial Customs Service, which was instituted with the object of consultative and uniform action throughout India. It was understood that in the event of changes being introduced, mercantile opinion, both in India

and at Home, would first be thoroughly sounded, and that simultaneous notices would then be issued at all Indian Ports. This procedure was not adopted in the case under discussion, Bombay apparently having merely followed the lead of Calcutta, thus indicating that there was no joint or uniform action in the Department, and that no precautions were taken to obviate the possible dislocation of trade by the issue of such a notification.

In view of the above circumstances, the Committee suggested that in similar cases in future the Indian and Home Chambers should be formally and fully consulted, and that on the question being finally decided, uniform action be taken by the Customs authorities at all Indian Ports simultaneously.

The Collector of Customs, in acknowledging receipt of the Chamber's representation, assured the Committee that in all similar cases in future, steps would be taken to get matters referred to the Department of Commerce and Industry for the purpose of attaining to the necessary general uniformity and to secure that no trade interests were overlooked. (*Appendix* **M.**)

PERSIAN COTTON.

A Member of the Commercial Mission to Mesopotamia addressed the Chamber in June 1907 with the view of eliciting information as regards the importation into Bombay of raw cotton from Persia. It was stated that cotton similar to Persian cotton was grown on the Turkish side of the frontier between Mesopotamia and Persia, and he desired to know what results had been obtained from experiments with Persian cotton on the Bombay Market.

Through the courtesy of the Directors of the Bombay Cotton Trade Association, the Committee furnished the following particulars :—

Persian cotton has been imported into Bombay in fairly large quantities for nearly 25 years, the average annual imports between 1885 and 1895 being about 20,000 bales. In recent years the receipts into Bombay have fallen off considerably, due probably to the improved and cheaper means of transport to other countries, and possibly to an increase in the demand for such cotton from Mill Agents in Russia. The cotton usually arrives in Bombay packed in small bales or bundles wrapped with coarse cloth or white canvas, and weighs about 160 lbs. The different qualities used to be mixed up in the bales, and no attempt was apparently made to sort out the various styles or grades. In recent years, however, the selection has improved in this respect. The better styles have very good staple and good spinning qualities. The lower grades are seedy and inferior in class, but with fairly good staple. The bulk of the supplies were purchased by local dealers, made up into fully pressed bales with other descriptions, and shipped to Europe, only a small portion of the arrivals being used by the local mills.

The price of Persian cotton varies according to the season and rates ruling for cotton generally, but for the average style Rs. 210 to Rs. 215 per candy of 784 lbs. (less 5½ per cent.) may be taken as the present market value.

The subjoined statement shows the imports of Persian cotton into Bombay for the last 10 years :—

(Season, 1st July to 30th June).

Full-pressed bales of 392 *lbs.*

1896-97	...	...	4,000
1897-98	...	...	3,000

1898-99	...	...	*Nil*
1899-1900	...	...	11,000
1900-01	...	...	9,000
1901-02	...	...	9,000
1902-03	...	...	4,000
1903-04	...	...	2,000
1904-05	...	...	3,000
1905-06	...	...	2,000

COTTON.

Deceptive Station Marks on Bales Railed to Bombay.

The attention of the Chamber was called in the early part of the year to the practice followed by certain merchants at Bodwad in sending their Bodwad (Khandeish) cotton by cart to Mulkapore station in order, it was alleged, to get the latter station mark on the bales, and so obtain the higher prices ruling in Bombay for Mulkapore (Berar) cotton.

It seemed to the Committee that the deception complained of was practised not so much on the Railway itself, and this being so, they did not think it necessary to bring the matter to the notice of the Railway authorities, for the reason that the station staff could not very well refuse to place the mark on bales actually despatched from a certain station, and it would be difficult for them to ascertain where the bales actually came from.

The matter was however brought to the notice of the Cotton Trade Association, the Cotton Exchange Co., Ld., and the Cotton Advisory Committee for such action as they might deem necessary.

WHEAT CONTRACTS.

In February 1907, the local Manager of Reuter's Telegram Company, Limited, issued the following Note:—

"Our Reporter on the 'Baltic' informs us that a new form of contract in the matter of wheat, etc., is being discussed by the Corn Trade Association, and that same will be probably brought into force about the 1st of March."

Copy of the rough draft that has reached us is as follows:—

All Indian Wheat—New Terms. At time and place of shipment about as per sealed sample in possession of ..... Fair Average Quality of the season's shipments at time and place of shipment. (Optional)

NEW TERMS.

Any percentage of Barley and or Pulse and or other Feeding Stuffs up to 2 per cent. to be taken and paid for as Wheat. Any quantity in excess of 2 per cent. to be allowed for by seller at one-half contract price.

Any percentage of dirt and or farinaceous seeds or other extraneous matter up to 2½ per cent. to be allowed for by seller at contract price and any quantity in excess of 2½ at double contract price.

For the purpose of determining the quantity of such percentages as above, the buyer or his Agent has the right to select one bag in every thousand, provided that of each separate mark not less than five nor more than sixty bags are to be selected, any Wheat for shippers' account remaining unsold of such mark being excluded.

After selecting the bags they are to be enclosed in dust proof covers which are to be sealed by buyer and seller or

their Agents at the time of discharge and dealt with in accordance with the rules adopted by the London Corn Trade Association.

One analysis only to be made of bags of the same mark in any vessel (exclusive of any unsold Wheat for shippers' account) and every receiver thereof to abide by the result of such analysis.

The Certificate of Analysis of the said Association or its duly appointed Analyst to be final.

The contract will provide for these clauses, and if not adopted, the other conditions will be understood and called new terms.

STOWAGE OF SEED CARGO.

The Hull Chamber of Commerce called attention, on behalf of the Seed Crushers Committee of that body, to the practice of stowing Indian Castor Beans in the same hold with Bombay Cotton Seed, Rapeseed, etc. The result of this practice was that, owing to faulty bags and carelessness of stevedores, a proportion of Castor Beans got mixed with the sweeping of Cotton Seed, and even at times with the bulk as appeared from several average samples received by the Hull Chamber. It was pointed out at the same time that the risk of poison to cattle through the mixing of these Beans was a very serious matter for the Crushers of Bombay Cotton Seed, and it was hoped that shippers in Bombay would be able in future to prevent the shipment of Castor Beans in the same holds as the seeds which were used for cattle food.

On the matter being brought to the notice of the Committee, a circular letter was addressed to members of the Bombay Chamber of Commerce in terms of the information received from the Seed Crushers in Hull.

STOWAGE OF MANGANESE ORE.

The attention of the Chamber was called during the year to the method of stowing Manganese Ore, which appeared to be detrimental to other cargo (especially bag cargo) shipped at the same time. The Committee were informed that the usual method of stowing this Ore was to make a cone shaped pile in the centre of the hold, around which bag cargo was stacked, separation being afforded by mats. But at the port of destination the discharging of the bag cargo soon exposed the cone, and across this the other bags were frequently dragged with the effect of displacing the mats, and causing rents in the bags by the sharp-edged lumps of Ore. In the case of seed shippers, considerable loss was reported to have been incurred on these occasions, as a very large percentage of the seed that was scattered got mixed up with the Ore and could not again be recovered.

In bringing the matter to the notice of Members, the Committee expressed the hope that it would receive their serious attention; at the same time it was suggested that, with a view to remedying the evil complained of, exporters might instruct their stevedores to trim the Ore *flat* in the holds, and thus diminish the chances of injury to bag cargo.

EGYPTIAN COTTON IN SIND.

Under date 2nd February 1907, the Chamber was favoured with a copy of a Press Note (No. 1170, dated 2nd idem) issued by the Bombay Government regarding the **Cultivation and Sale of Egyptian Cotton in Sind.** This Note deals with the areas under cultivation, the probable yield, and the arrangements made by the Colonization Officer for the sale of the cotton at a Central Market. The text of the Note will be found in *Appendix* N.

AGRICULTURAL CONFERENCE.

The Acting Director of Agriculture, Bombay, addressed the Chamber on 26th August 1907, stating that it was proposed to hold a **Conference for the discussion of Agricultural questions** at Ahmedabad on the 26th November 1907, the object being (*a*) to explain what work was being done and what result had been achieved, and (*b*) to invite criticism and advice which might serve to indicate the lines on which the Agricultural Department should proceed. The Director considered it desirable, on the present occasion, to focus attention on certain specified subjects on which the Department specially desired to obtain the views of the public, and accordingly **Cotton and Rubber** had been selected for particular discussion. Pending the assembling of the Conference, the views of the Chamber were invited on the following questions :—

(*a*) How can the Agricultural Department assist in establishing closer relations between producers and wholesale dealers? *Prima facie* it is particularly desirable, in the case of any improved varieties introduced by the Department (*e.g.*, groundnuts), to secure adequate prices for such improved produce at once. The view has been expressed that Government should not enter into competition even in cases where early encouragement of producers is essential. The system of a Central Market organised by Government has met with a considerable measure of success in the case of the Egyptian cotton in Sind. Is any extension of this system desirable in the case of any other crops?

(*b*) To what extent should we rely on Vernacular newspapers for the dissemination of Agricultural information?

(*c*) Would vernacular instructions, to be given on certain selected Government Farms, be popular and useful?

(*d*) The use of Agricultural Associations.

(*e*) The uses of Agricultural shows and the lines on which they should be organised.

Transport of garden and vegetable produce.

As regards (*a*) the Committee considered that producers and dealers might be brought into touch with each other by notifying some central place in Bombay, and perhaps in one or two other large towns, where samples of all new and improved products might be sent for inspection and sale. Merchants and traders should be informed of such arrivals by advertisements in both the English and Vernacular Press; and notices should also be sent to the surrounding Police Thanas. Further, whenever cotton is available in merchantable quantities, Government should send samples and state quantity available for sale to the Cotton Trade Association and the Millowners' Association; and the Chamber of Commerce and the Grain Merchants' Association should, from time to time, be advised about other produce.

The Committee considered that in the initiatory stages when official encouragement of producers was essential, it was very advisable that Government should take a vigorous lead in opening up trade and placing new commodities on the market.

It was suggested that Collectors of Districts should be circularised by the Agricultural Department, with a view to ascertaining how new and experimental crops are progressing in their respective districts. And it was further felt that

Collectors should be brought into more intimate touch with all experiments and improvements carried on in the Government farms. On the general question of Agricultural improvements, the Committee were of opinion that the main effort of the Agricultural Department should be in the direction of improving the indigenous existing products. And the ryot would be more benefited by showing him how to enhance the value of the crop he is well acquainted with than if his attention was diverted to the adoption of foreign products which he views with suspicion until it is practically demonstrated to him on a more or less large scale that he will be the gainer by growing them.

(*b*) The vernacular papers, the Committee considered, should not only be given advertisements as above mentioned, but they should also be encouraged to publish general information referring to local agricultural subjects. For this purpose, qualified native writers should be engaged to write short descriptive articles, explaining the improvements made, and the quality and value of the new products placed on the market.

(*c*) Plain and simple agricultural instructions in the vernacular, understood by the ordinary village cultivator, should be given at the Government farms, and itinerant lecturers, speaking the language of the district, should be sent out in the districts, giving lectures specially on market days, exhibiting samples, and generally attracting the attention of villagers to the work done in the farms.

(*d* & *e*.) As regards Native Agricultural Associations, it was considered premature to start these under existing conditions; but it was thought that Government might encourage agricultural shows, exhibit specimens of the products grown on the Government farms and offer prizes to outside growers.

The products exhibited on these occasions should not only show their market value, but also have attached a concise description both in English and Vernacular, explaining how, when, and where they are grown, the yield per *bigha* or acre, etc. The district shows should, when possible, be held in conjunction with the local village fairs and near to the experimental farms, so that visitors to the show and fair could be invited to inspect the farms, and be shown round by a member of the staff qualified to explain the details of the various experiments to them.

(*f*) The present railway facilities were, the Committee considered, very deficient as regards the transport of garden and vegetable produce. The Committee added that they would welcome any steps taken by Government in the direction of organizing a more rapid system of transport from the sources of supply to the centres of consumption. In this connection they were of opinion that special wagons should be built, and they also thought that coal storage wagons should be employed in this country for perishable articles and long distance journeys generally. It is well known that there are places in India which have, or could grow, immense quantities of fruit and vegetables for Bombay and other large towns. But these sources remain untapped for want of railway facilities. It is a matter that should be remedied as soon as possible, and the Committee urged the Agricultural Department to approach the railway authorities on this important subject.

The Conference referred to above met on the 26th and 27th November 1907 at Hathisingji's Wady, Ahmedabad, the Hon'ble Mr. J. W. P. Muir-Mackenzie presiding. There was a large attendance, about one hundred officials and non-officials being present. The President, referring to the subject of agriculture, said the organisation and manning of the Bombay Agricultural Department was steadily progressing, but the

skilled *personnel* was still very small, and until it was fully developed the operations of the department were perforce restricted. They could not provide numerous demonstration farms without skilled superintendents nor vernacular leaflets and lectures without a body of expert translators and speakers. For the present he urged that one of the principal objects which enlightened gentlemen present should set before them was to stimulate the youth of their neighbourhoods to take up the subject of agriculture with enthusiasm, and to adopt agriculture, whether inside or outside Government Departments, as their careers, and pursue the study of it at the college. Mr. Muir-Mackenzie then referred to the work done by the Agricultural Department during the past year, and said they were steadily developing the Agricultural College, and for the present he was inclined to think that was all that they could do. Regarding publication and dissemination of agricultural information, he thought the Department might possibly effect more. He believed in lectures more than leaflets, but they were short of lecturers. In conclusion he said that if agricultural associations were formed truly representative of cultivators, Government would be glad to correspond with them, and, so far as their present agency permitted, to depute experts to examine into local requirements. It would at least be a matter of consideration whether they should not have access to local statistical land records.

Some important questions were then discussed, two of them being: firstly, whether vernacular instructions given on certain selected Government farms would be popular and useful, and, secondly, to what extent should they rely on vernacular newspapers for dissemination of agricultural information. (*Appendix* O.)

SCALES OF ALLOWANCES FOR "CUTS" ON DYED SHIRTINGS AND CAMBRICS.

(See *Report* 1902, p. 115.)

The Committee having been asked by a member of the Chamber as to whether there was any recognised **Scale of Allowances** on the above, the writers were informed that there was no fixed scale adopted by the trade in such matters, and that the question was one for settlement between buyers and sellers.

PROPOSED LEVY OF INCOME TAX ON GOODS CONSIGNED TO INDIA FOR SALE.

(See *Report* 1890, pp. 160, 338.)

When this question came before the Chamber in 1890, the then Committee were unable to suggest any means by which even an approximately reliable estimate could be obtained of the **profits on consignments,** as foreign consignors could scarcely be expected to make true returns where so doing would render them liable to taxation; and there were no other means at the disposal of consignees by which the original cost of goods could be accurately ascertained. With regard to the suggestion on the part of Government that a certain percentage of gross proceeds might be taken as representing profits, the Committee pointed out that this would be manifestly unjust, as it was beyond question that a very large proportion of the goods consigned to India for sale left no profit whatever, the consignments as a rule being either made for the purpose of getting rid of surplus production, or as a means of opening up trade in some new article. Moreover, were the tax to be enforced, consignors of goods would at

once arrange, as they easily could, a fresh mode of business so that all consignments would appear to be the property of residents of India. This evasion, it was apparent, it would be impossible to check without an inquisitorial system which would prove an absolute obstruction to trade. In any case, the Committee pointed out that the adoption of the tax must eventually result as equivalent to the imposition of a protective duty of a partial and inequitable character.

In January 1907, the Calcutta Trades Association addressed the Government of India on this question. They considered that the non-payment of this tax in such cases was unfair to the trader, both European and Native, resident in the country, who, while paying the various taxes imposed by the State, had also to contend with an ever increasing competition. The Government of Bombay, in addressing the Chamber on the subject under date 8th April 1907, enquired whether the objections of the mercantile community to the assessment of such profits were still as strong as they were in 1890.

The Committee felt that they must strongly object to the imposition of a tax on the profits of a consignor residing out of British India who consigned his goods for sale to a recognised and established Agent in this country. In addressing Government, however, they pointed out that the Calcutta Trades Association's contention appeared to be that profits on business done by commercial travellers direct between the native buyer and the manufacturer at home should be taxed, not the profits of a consignment sent out for sale to a resident agent in India. The Committee added that as the matter stood at the time, many manufacturers through their travellers carried on direct business with natives of this country, the profit on which was not amenable to Indian Income Tax, as in the opinion of the Committee it should be. (*Appendix* P.)

ADEN HARBOUR.

(See *Reports* 1883-84, pp. 147, 303; 1884-85, pp. 166, 475; 1888, pp. 87, 467; 1900, pp. 91, 272; 1901, pp. 64, 325; 1903, pp. 123, 590; 1904, pp. 96, 484.)

On the 16th June 1899 a memorial was addressed to His Majesty's Secretary of State for India signed by a large number of shipowners petitioning Government to direct that the work of **deepening the inner harbour of Aden** be proceeded with at once, as this was found necessary to enable the increasing number of deep draught vessels to enter, remain afloat, and leave at all states of the tide. As far back as 1888 the Bombay Government sanctioned the purchase of a dredger; and an entrance channel and a mooring basin were dredged to a depth of 25 feet at low water ordinary spring tides, where however only a very limited number of vessels could be accommodated. It soon became apparent that, with the greater number of steamers visiting the Port and their ever increasing size and draught, these operations, useful as they were up to a certain point, were utterly inadequate; and in 1900 the Aden Port Trust put forward a scheme for enlarging the channel and basin with improved appliances, and deepening it to 30 feet, urging at the same time that a grant should be made by the Imperial Government, which however the Government of India in their reply of the 13th March 1901, refused to support.

In view of the repeated representations made by the Aden Port Trust and Chambers of Commerce in Aden and India, the Bombay Government appointed a Commission to enquire into the schemes which had been so frequently urged. This Commission sat at the end of 1901 and, in their recommendation regarding the dredging, stated that it was not only the

trade of India that was interested, but that "the shipping interests of the whole eastern trade are concerned and, under certain circumstances, it was even vitally important to those interests that the harbour should be made capable of sheltering the largest ships engaged in the trade;" but nothing apparently has resulted from the deliberations of this commission. Meanwhile, largely owing to the now greater depth of the Suez Canal, the size of the steamers visiting Aden continues to increase, and unfortunately the inadequate area and depth of the channel and basin at Aden have been emphasized on more than one occasion recently, by serious accidents, arising solely from this cause, which have narrowly escaped being disastrous to the P. & O. mail steamers, and which are liable to recur unless the suggested harbour improvements are carried out. It is absolutely necessary to make use of the inner harbour, as during the south-west monsoon and at certain times during the north-east monsoon transhipment and coaling work is impossible in the outer anchorage, and it is, at nearly all other times, difficult even there.

In the course of the year under review the attention of the Committee was again drawn to the **Inadequacy of the Shipping Accommodation at Aden,** and the urgent necessity of dredging a channel and deepening the inner harbour so as to admit modern vessels at all states of the tide. In addressing the Bombay Government on the subject, under date 12th July 1907, the Committee stated that a scheme for the above purpose had been drawn up by the Port Trustees at Aden, and subsequently submitted to Government with the unanimous support of the shipping and mercantile interests of this Port. It appeared to the Committee to be a question that concerned not only Bombay but all Indian Ports, the whole of the eastern trade, and the Admiralty also, and that as the Suez Canal had been

deepened, it had become more than ever necessary that the dredging operations referred to should be undertaken without any further delay.

In view of the urgent importance of the matter, the Committee strongly advocated that the work of deepening the Channel and basin, and of extending the area sufficiently to take in the largest vessels likely to visit the Port, should be proceeded with at once; and that all the available revenues of the Port should be devoted to it, supplemented if necessary by a loan from local or Imperial revenues; and that considering the great importance of the work to British shipping trading in eastern waters and to the Admiralty, the question was one deserving the generous consideration of the Government of India. (*Appendix* Q.)

TRADE BETWEEN INDIA AND THE LEVANT.

In the early part of the year, the Director-General of Commercial Intelligence drew the attention of this Chamber to the fact that large quantities of Indian produce—Tea, Rice, Seeds, Gunnies, Cotton Goods, etc.,—were used in the **Turkish Markets of the Levant,** but that the whole trade had hitherto been subjected to difficulties in procuring prompt acceptance and payment for goods landed under the jurisdiction of the Turkish Courts. The construction of a port and bonded warehouses at Famagusta in Cyprus, together with the establishment of a weekly mail service between Port Said and that Island, afforded an opportunity for the erection of an *entrepôt* where goods could be warehoused under the jurisdiction of the British Courts and shipped to the various Turkish ports in such quantities as the state of the accounts of the respective consignee might seem to warrant.

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The Director-General suggested that the simplest way of bringing about an early development in direct trade on the lines mentioned in his letter would be to invite to this country a merchant of good position in the Levant, and to afford him every opportunity of becoming acquainted with the merchants of India and the range of their products.

The Committee, having given the matter due consideration, decided to subscribe Rs. 250 in support of the Director-General's proposal. They felt that the scheme of inviting to India a merchant of good position in the Levant, and affording him every opportunity of becoming acquainted with the merchants of India and the range of their products, would lead to good results especially if the Government of India could arrange to get a person from Alexandria who had long and intimate experience of Levantine Trade.

In a further communication received from the Director-General of Commercial Intelligence, under date 25th March 1907, the Committee were informed that the other Associations which had been consulted regarding the proposal in question had declined to co-operate in the matter, and it was consequently decided to abandon the scheme for the present.

THE FACTORY LABOUR COMMISSION.

On the 17th December 1906, a Government Resolution was received from the Department of Commerce and Industry regarding the appointment of the Committee to enquire into the conditions of Factory Labour in Textile Factories in India.

The Committee consisted of Commander Sir H. P. Freer-Smith, R.N., late Superintending Factory Inspector for Dangerous Trades in England (President); Lieutenant-Colonel J. F. Maclaren, Civil Surgeon, Allahabad (Member),

and Dr. J. A. Turner, M.B., Health Officer, Bombay Municipality (Member). The Committee assembled in Bombay for a preliminary discussion on the 21st December 1906, and left early in January for a tour in other mill districts, announcing before their departure that they would return to Bombay about the 1st March 1907, when they would take evidence in full from representatives of the Chamber and Millowners' Association and others interested in their enquiry.

A circular notice to the above effect was issued to all the members.

It will be remembered that the enquiries instituted by this Committee were to be of a preliminary character only, and a promise was given at the time by the India Office that should their report establish the existence of abuses which required to be remedied, a representative Commission would be appointed to examine the whole subject comprehensively before any radical changes were made in the existing Factory law. In view of the promise then held out, the Secretary of State, under Notification published by the Government of India on 10th October 1907, agreed to the appointment of a Commission to investigate, in respect of all factories in India, the questions referred to Sir Hamilton Freer-Smith's Committee and the various suggestions and recommendations which that Committee had made.

The Commission was constituted as follows :—

PRESIDENT.

The Hon'ble Mr. W. T. Morison, I.C.S., Offg. Member of Council, Bombay.

MEMBERS.

Mr. W. A. B. Beaumont, Superintending Inspector of Factories, England.

Mr. S. M. Chitnavis, B.A., S.C.S., Deputy Commissioner, Central Provinces.

Lt.-Colonel C. Mactaggart, M.A., M.B., I.M.S., Inspector-General of Prisons, United Provinces.

The Hon'ble Mr. Alexander McRobert, nominated by the Upper India Chamber of Commerce.

Dr. T. M. Nair, Municipal Commissioner, Madras.

Mr. John Nicoll, nominated by the Bengal Chamber of Commerce.

The Hon'ble Mr. Vithaldas Damodar Thackersey, nominated jointly by the Bombay Chamber of Commerce and the Bombay Millowners' Association.

SECRETARY.

Mr. J. Campbell, I.C.S., Under-Secretary to the Government of India, Department of Commerce and Industry.

The Commission assembled in Bombay on 1st November 1907, and after taking extensive evidence proceeded on tour. It is hoped that the enquiry will be completed and the report submitted by about the end of May 1908.

INSECT PESTS.

(See *Report*, 1906, p. 153.)

In the latter part of 1906 the attention of Government was drawn by the Chamber to the danger of the introduction into India of **Insect Pests** more particularly through the importation of plants from foreign countries. This danger, the Committee pointed out, was ever present, and that owing to

increased communication and trade with various other portions of the world, and the more rapid transport of merchandise, it had become extremely serious. Government in due course referred the matter to the Director of Agriculture, Bombay, who, after consulting the Inspector-General of Agriculture and the Imperial Entomologist on the subject, strongly recommended that the question should be at once examined and steps taken to prevent the unrestricted import of plants and the like which may be instrumental in spreading pests and diseases. (*Appendix* **R-1.**)

ANTHRAX AND EAST INDIA WOOL.

(See *Report*, 1906, pp. 119, 509.)

In January 1907 the attention of the Committee was drawn to the fact that the Home Secretary proposed placing **East India Wool** imported into the United Kingdom on the list of **Dangerous Wools** owing, it was alleged, to several cases of **Anthrax** having taken place in England.

As the matter appeared to be of considerable importance to the trade of this Presidency, the Committee addressed the Bombay Government, the local Municipality and the Karachi Chamber of Commerce, asking for precise information as to the prevalence of Anthrax in the districts from whence the wool is obtained, and also as to whether it had been proved that the disease had any connection with the wool trade of Bombay and Karachi. The Committee, at the same time, instituted enquiries among the local wool merchants.

The results of these enquiries were duly communicated to the firm that brought the matter to the notice of the Chamber, as will be seen from the correspondence printed in *Appendix* **R-2.**

LORD LAMINGTON.

His Excellency Lord Lamington, G.C.M.G., G.C.I.E., resigned office in July 1907, after having held with marked success the Governorship of Bombay for over three-and-a-half years.

The regrettable cause which led his Excellency to curtail his tenure of office was much deplored by the mercantile community of this city; and in a farewell letter the Committee expressed the hope that Lady Lamington's health, which necessitated his Excellency's resignation, would soon again be restored.

The great interest his Excellency had taken in the trade of this port had been greatly appreciated, and it was regretted that, owing to his retirement, he would not be in a position to advise on several important matters which were under consideration, and on which the experience he had gained of the needs of the city would have been most valuable when those questions came up for discussion.

The tact and sympathy with which his Excellency had dealt with all classes of the community had won for him their esteem and friendship; and the Committee assured him that his period of office would long be remembered as one in which the relations between Government and the people were of the most friendly character.

The full text of his Excellency's reply, as also of the letter addressed to him by the Chamber, will be found in *Appendix* **S-1**.

ADDRESS OF WELCOME TO THE GOVERNOR-DESIGNATE OF BOMBAY.

Sir George Sydenham Clarke, G.C.M.G., G.C.I.E., F.R.S., who was appointed Governor in succession to Lord

Lamington, arrived in Bombay on 18th October 1907. The following day the Committee of the Chamber attended at Government House, and presented his Excellency with an Address of Welcome. The Address, after paying a warm tribute to his Excellency for much useful service to the Empire in various capacities, predicted with confidence a successful administration of the Presidency by the new Governor. It then touched briefly on the more important questions such as the formation of a trade depôt, the evils of overcrowding, the overbridges, the proposed factory legislation, the trade of Bombay with foreign countries, the improvement of communications through the city, and the urgent need of more rolling stock.

His Excellency's reply was couched in sympathetic terms. He promised a warm interest in the work of the Chamber and in every Association which endeavoured to promote the welfare and progress of the Presidency. His Excellency's statement that there was no present possibility of any change in the fiscal system of Great Britain was received with satisfaction. On this point his Excellency said: "I am well aware of the general conditions of the trade of India, and I need hardly say that there is no present possibility of any change in the fiscal system of Great Britain. If ever this question should arise, the interests of Indian trade must and would receive the most careful consideration." (*Appendix* S-2.)

ESTUARY FISHING IN WESTERN INDIA.

The above subject, as also the question of protective legislation for Indian fisheries, came before the Chamber in the early part of the year, and the Committee were pleased to accord their support to the representation on these two matters which had been made to Government by the Bombay Natural History Society.

There were few problems of greater interest and importance awaiting treatment than the one of maintaining to the fullest extent one of the most considerable food-supplies of this country. The Committee were, therefore, in entire accord with the above Society in this matter, and, in addressing Government, suggested that an official enquiry should be instituted, and that legislation should follow if the result of the enquiry confirmed the report submitted by the Natural History Society.

EXHIBITIONS.

Franco-British, 1908.

The proposal for the above Exhibition was initiated by the French Chamber of Commerce in London at the end of 1905, and it received the warm support of the French Ministry of Commerce and of the French people. In July 1906, at an influential meeting held at the Mansion House, a resolution was passed in favour of the Exhibition, and it was decided to form a guarantee fund. This fund now exceeds £270,000.

The site of the Exhibition is at Shepherd's Bush, and covers an area of about 140 acres; it is in close proximity to a number of railway stations and other means of access, and within four miles of Charing Cross.

Some twenty buildings of large dimensions are being created in ferro-concrete for the accommodation of the various group exhibits. In addition to these, the Governments of the French and British Colonial Possessions are constructing special buildings for the display of the products of their respective countries.

The exhibits of the two Mother Countries will be classified and arranged in the following groups:—

Education; Fine Arts; Liberal Arts; Engineering and Shipping; Transportation; Agriculture and Viticulture; Horticulture; Arboriculture; Forestry and Fisheries; Alimentation, Decoration and Furniture; Textiles; Chemical and other Industries; Social Economy; Women's Work; Trade and Colonisation; Sports and Physical Culture.

Consequent on the dual nature of the Exhibition, it naturally follows that the space in the above groups will be equally divided between French and British exhibits.

The Government of India, after consulting the Secretary of State, decided not to participate officially in the Exhibition. A grant of £5,000 was, however, made to an Indian Organising Committee which had been formed in London, in connection with the Exhibition, for the purpose of assisting exhibitors of products of Indian indigenous and artistic industries.

The Brussels' Universal and International Exhibition, 1910.

It has been decided to open a Universal and International Exhibition at Brussels in the month of April 1910. The projected Exhibition, which will last at least six months, will include, as to its chief divisions, the following groups: Fine Arts; Education; Instruments and General Methods connected with Letters, Sciences and Arts; Plant and General Methods connected with Machinery; Electricity; Civil Engineering; Agriculture, Horticulture and Arboriculture Forests; Articles of Food; Mines and Metallurgy; Decoration and Furnishing of Public Buildings and Private Houses; Yarns, Woven Fabrics, and Wearing Apparel; Chemical Industry; Miscellaneous Industries; Social Economy; Public Health; Practical

Education, Trade and Colonisation; Land and Sea Forces; Sports; Congresses and Conferences. The principal palace as well as the halls of the Exhibition will be built of iron and covered with hard materials, and the palace will be surrounded by a park, the grounds being connected with the Belgian State Railway. A Commercial Bureau, which will centralise information concerning the industries represented, will be formed. The Government of India, however, have decided not to participate in the Exhibition.

Papers in connection with the following Exhibitions were also received during the year and were made available to members in the usual way :—

Australian Exhibition of Women's Work, Melbourne, 1907.

Tobacco International Exhibition, London, 1908.

LEGISLATIVE COUNCILS.

Proposed Enlargement.

In a speech addressed to the Imperial Legislative Council on the 27th March 1907, His Excellency the Viceroy announced that, with the object of satisfying the constitutional requirements of the Indian Empire, the Government of India had of their own initiative taken into consideration the question of giving the people of India wider opportunities of expressing their views on administrative matters. The Secretary of State for India had since intimated, in his speech in the House of Commons on the Indian Budget, that His Majesty's Government had examined the proposals submitted to them by the Government of India, and had authorised the Governor-General in Council to consult Local Governments and invite public opinion on this important subject.

With this object in view the Acting Secretary to Government, General Department, Bombay, forwarded to the Chamber, under date 31st October 1907, copies of the papers bearing on the general question of the **enlargement of Legislative Councils** and cognate subjects.

In considering these papers, it seemed to the Committee that on the proposed enlarged Imperial Legislative Council the resident **non-official European** was not represented. While the Chambers of Commerce of Calcutta and Bombay were each allowed to elect a representative, it seemed doubtful, from the papers placed before the Chamber, whether any of the other seats to be filled by nomination would be held by non-official Europeans. It appeared to the Committee that this point was one which required further consideration, for, as a body, the non-official Europeans in this country were educated men with wide experience. They had, moreover, important interests in the country as holders of property, many besides being landowners, and their interests were in many ways identical with the people amongst whom they live and trade; and the Committee strongly urged that although there might be some difficulty at first in getting representative non-official Europeans to serve, their claim for inclusion in the Council, especially as one of the objects of the legislation now proposed was the representation of special interests and minorities, merited favourable consideration.

The Committee were quite at one with Government in their desire that, by interesting a large number of people in public affairs, the motives and intentions of Government should become better known, and if this end could be attained by the elective system, which it was now proposed to enlarge, Government and the community generally would be benefited. As to whether true and disinterested representatives of the different bodies it was proposed to create could be secured by

election, the Committee somewhat doubted, and they agreed, therefore, in the alternative put forward, that Government should reserve to themselves considerable powers of nomination. (*Appendix* **T-1.**)

ROYAL COMMISSION ON SHIPPING RINGS.

In the early part of the year a Royal Commission was appointed to enquire into the operations of **Shipping Rings or Conferences** generally, and more especially into the system of deferred rebates, and to report whether such operations have caused, or are likely to cause, injury to British or Colonial trade; if so, what remedial action, if any, should be taken by legislation or otherwise.

The Government of Bombay, in addressing the Chamber in the matter under date 26th February 1907, forwarded a copy of a letter from the Chairman of the Commission, together with certain questions prepared by the Commission, and requested to be furnished with the views of the Chamber on the whole subject. The Chamber was at the same time addressed direct by the Secretary to the Commission.

On receipt of the above communications, the Committee circulated the questions among members for favour of their views. Only a few replies were received and these showed considerable divergence of opinion. It was, however, generally realised that regularity of sailing and a fixed rate of freight with a rebate, offered as a rule by shipowners to keep trade in their own hands and so justify regular service, might simplify transactions. But merchants and shippers were not convinced that with an open freight market they would not, on the whole, be placed in a better position. The Committee addressed Government in the above terms, and stated that as regards the

Shipping Combinations trading with the Port of Bombay, all they felt able to say was that they had not been injurious to trade. (*Appendix* T-2.)

ROYAL COMMISSION ON DECENTRALIZATION.

His Majesty the King-Emperor, on the advice of the Secretary of State for India, appointed, towards the end of the year, a Royal Commission to enquire into the **relations now existing for financial administrative purposes** between the Supreme Government and the various Provincial Governments in India, and between the Provincial Government and the authorities subordinate to them; and to report whether, by measures of decentralization or otherwise, those relations can be simplified and improved, and the system of Government better adapted to meet the requirements and promote the welfare of the different provinces and, without impairing its strength and unity, to bring the executive power into closer touch with local conditions.

The Committee was constituted as follows :—

C. E. H. Hobhouse, Esq., M. P., Under-Secretary of State for India.... ...	Chairman.
Sir Frederick Lely, K. C. I. E., C. S. I.	Members.
The Hon'ble Sir Steyning Edgerley, K. C. V. O., C. I. E.	
R. C. Dutt, Esq., C. I. E.	
W. C. Meyer, Esq., C. I. E., I. C. S.	
W. L. Hichens, Esq.	
H. Wheeler, Esq., I. C. S.	Secretary.

At a later date the Government of Bombay forwarded, for such action as seemed desirable, a copy of a Press Note issued

by Government for the guidance of persons desirous of appearing as witnesses before the Commission.

Copies of the papers were in due course circulated among Members for their information.

REGISTRATION OF MARINE SURVEYORS.

(See *Reports* 1904, *pp.* 91, 478; 1905, *pp.* 21, 194; 1906, *pp.* 154, 548.)

In a letter, addressed by the Committee to the Bombay Underwriters' Association, dated the 14th December 1906, they stated that the Chamber was prepared to open a register for Marine Surveyors, but that this could not be done until the Institute of London Underwriters definitely stipulated that only Marine Surveyors registered with the Chamber would be officially recognised in future; and that this condition should also be accepted by the Bombay Underwriters' Association.

The latter Association replied on the 19th February 1907, forwarding copy of a communication from the Institute of London Underwriters on the subject of Marine Surveyors in Bombay. The London Institute stated that while in sympathy with the movement to place matters on a better footing, it was beyond their province to bind individual Underwriters, or give the stipulation demanded by the Bombay Chamber of Commerce that only Surveyors registered by that body should be officially recognised.

In these circumstances the Committee decided that it was not advisable to proceed further in the matter, and the Bombay Underwriters' Association were addressed to this effect in a letter dated the 8th March 1907.

The attention of the Chamber having again been called to the dissatisfaction felt in connection with the existing system of

Surveys on Inward Cargo, the Committee, after due consideration of the question, issued the undermentioned draft rules and invited the opinions of the Members generally thereon :—

"All owners and steam-ship agents, who are members of the Chamber, to agree that Surveyors for the ship on Inward Cargo shall at all times, on their application, be appointed by the Chamber from amongst the Marine Surveyors whose names are registered in the books of the Chamber.

"The Surveyors so appointed shall report to the owner or steamer agent on the same day as the survey is held any claims by members of the Chamber they are unable to pass, such decisions to be passed on by the steamer agents on the same day to the importers concerned.

"Owners and steam-ship agents to pay the usual Surveyor's fee to the Chamber on making the application.

"In the event of either party being dissatisfied with the ship Surveyor's award, he may appoint a Surveyor of his own from the Chamber's list of registered Surveyors, and must give due notice of such action to the other party. Should the award of the Surveyors differ, the Chamber, if called upon by both parties, will appoint an Umpire either from their list of Marine Surveyors, or any one they may deem suitable.

"The losing party, or if the claim is abandoned, the party who abandons, to be responsible for the fees of the second Surveyor and of the Umpire so far as incurred."

The correspondence received was duly collated and it was found that most of the Shipping Companies replied strongly objecting to the Chamber's proposals; and as only a few importing merchants expressed approval, the Committee felt

that there was not sufficient support to justify their proceeding further with their suggestions, and the matter has therefore been dropped for the time being. (*Appendix* U.)

WEATHER WORKING DAYS.

In deciding what days during the monsoon months in each year were non-weather working, half-weather working or full-weather working days for steamers in the Docks, it had always been the practice of the Committee of the Chamber to give decisions only for the days respecting which the Chamber's opinion had been specifically asked by Members and others.

During the year under review, however, it was decided that the Committee should, in future, issue a daily bulletin which should be published in the shipping columns of the local newspapers.

It was further decided that the decisions of the Port Officer regarding non-weather working days in the stream should be published as from the Chamber in the same way as non-weather working days in the Docks were published.

The following days were declared by the Committee of the Chamber during the monsoon months of 1907 to be non-weather working days and half-weather working days respectively for steamers in the Docks:—

Monday, 17th June	... Non-working day.
Tuesday, 18th ,,	... Non-working day.
Wednesday, 3rd July	... Half working day.
Tuesday, 16th ,,	... Half working day.
Wednesday, 17th ,,	... Half working day.
Thursday, 18th ,,	... Half working day.
Friday, 19th ,,	... Half working day.

Saturday, 20th July	... Half working day.
Monday, 22nd ,,	... Non-working day.
Tuesday, 23rd ,,	... Half working day.
Friday, 26th ,,	... Non-working day.
Saturday, 27th ,,	... Non-working day.
Monday, 29th ,,	... Non-working day.
Friday, 9th August	... Non-working day.
Monday, 12th ,,	... Non-working day.
Thursday, 15th ,,	... Half working day.
Monday, 30th September	... Half working day.

The following decisions were given by the Port Officer regarding non-weather working days in the stream :—

Tuesday, 4th June	... Non-working day.
Wednesday, 5th ,,	... Non-working day.
Wednesday, 12th ,,	... Non-working day.
Thursday, 13th ,,	... Non-working day.
Friday, 14th ,,	... Non-working day.
Saturday, 15th ,,	... Non-working day.
Monday, 17th ,,	... Non-working day.
Tuesday, 18th ,,	... Non-working day.
Monday, 22nd July	... Non-working day.
Tuesday, 23rd ,,	... Non-working day.
Wednesday, 24th ,,	... Non-working day.
Thursday, 25th ,,	... Non-working day.
Friday, 26th ,,	... Non-working day.
Saturday, 27th ,,	... Non-working day.
Monday, 29th ,,	... Non-working day.
Tuesday, 30th ,,	... Non-working day.

TIME CONTRACTS FOR INDIA.

(See *Reports*, 1900, *pp.* 119, 346; 1905, *pp.* 74, 307; 1906, *pp.* 89, 395.)

This question has again been under the consideration of the Manchester Chamber of Commerce, and the Committee have been in correspondence with that body as also with the Bengal Chamber of Commerce on the subject, in order to secure a concensus of agreement defining the extent of liability to be incurred by producers of goods intended for shipment to India, in cases where **Time Contracts** have been broken and cancelment has resulted in consequence.

The Manchester Chamber have throughout realised the pressing need of an adjustment of this matter, strenuously urged upon their attention by the Commercial Communities of India, but it has been impossible to hurry the procedure where mutual agreement is so essential and individual considerations are so various.

DUE DATE RATES IN THE BOMBAY SEEDS AND WHEAT BAZAR.

A member of the Chamber addressed the Committee with reference to the trouble and difficulty experienced by the trade in fixing **Rates of Settlement for Goods sold on Contract** but remaining undelivered, and suggested the nomination of a Committee consisting of two European merchants of leading firms and two members of the Grain Merchants' Association who should, together with an Umpire, fix the due date rates in a similar way to that done in London.

The Committee, after carefully considering the question, replied regretting their inability to move in the matter. They

were of opinion that this was a question that exporters should themselves settle; and that if individual firms were unable to introduce the desired clause in their Contracts, exporters should combine and discuss the question with the Grain Merchants' Association, who alone were in a position to assist in arriving at an amicable understanding.

FIRE INSURANCE TARIFF AT THE DOCKS.

(See *Report*, 1905, *pp.* 76, 79, 316, 327.)

In April 1907, the Bombay Fire Insurance Association forwarded to the Chamber a copy of a letter they had addressed to the Port Trust, as well as a copy of their Inspector's report in connection with the **insurance rate** for a new corrugated iron structure known as Warehouse F. From these papers it appeared that although the Port Trust declared the Warehouse to be a "protected" one, and had set it apart exclusively for the storage of Piece-Goods, Yarns and other Textile Fabrics (excluding Gunnies and Hessians) in original bales and cases and metals, the Fire Insurance Association, on the strength of their Inspector's report, fixed the rate for this Warehouss at 4 annas + 33⅓ per cent. or for a floater over the other protected Warehouses and this F Warehouse 5⅓ annas per cent. instead of the usual 2-anna rate for "protected" Warehouses.

On receipt of the above correspondence, the Committee addressed the Port Trust and suggested that owners of goods stored in this Warehouse should be immediately notified of the packages therein stored, and that no more goods should be placed there without intimation being given to the owners thereof. This was done by the Port Trust who, at the same time, issued a Notification appointing another Warehouse (*B*)

as a "protected" Warehouse in place of (*F*), which would be used as a Warehouse for General Goods.

IMPROVEMENTS IN THE DAILY WEATHER CHART.

(See *Report*, 1906, *pp.* 170, 573.)

Several further improvements, in addition to those mentioned in last year's report, have been made in the **Bombay Daily Weather Chart**, among which may be noted the inclusion of Daily Weather Telegrams from Rawalpindi, Mooltan, Ambala, Manipuri, Kotah, Chanda, and Nizamabad (Indur).

During the year the Committee revised the Cipher Code used in connection with the Bi-Weekly Telegraphic Weather and Crop information. Several new items were added which will, it is hoped, materially increase the value of these telegraphic reports.

IMPROVEMENT OF REPORTS ON FORECASTS OF CROPS.

In June 1907, the Chamber was consulted by the Acting Director of Agriculture, Bombay, regarding the **improvement of reports on forecasts of crops** issued by his Department. The Government of India, in making certain suggestions, recommended, *inter alia*, that in estimating the outturn some help should be received from non-official business firms, small traders and the like, and the Chamber's opinion was invited as to whether a similar system could be introduced with advantage in this Presidency. The Government of India had further suggested that the estimates of outturn should be compared with the information regarding the actuals ascertained from trade statistics, and the Acting Director of

Agriculture stated that he believed the estimates of outturn in the case of cotton could fairly be checked if figures of actual quantities of cotton ginned at the various ginning factories could be collected. This method, he considered, would be much simpler than the collection of statistics of exports and imports and consumption in mills and in other ways.

As regards other crops (wheat and oil-seeds) an examination with the help of trade statistics alone seemed to him impracticable. He had therefore tried a totally different plan in their case, and for this purpose had circularised the various Collectors of the Bombay Presidency, including Sind, giving certain instructions as to the method to be adopted in accurately ascertaining the estimated outturn of these crops.

After consulting the recently formed Advisory Committee, the Committee of the Chamber replied that they considered it would be advantageous in forecasting the Annual Cotton Crops if help was received in this matter from non-official business firms, and suggested certain local firms who would, in all probability, supply the necessary information. It was, however, pointed out that the estimates and information given by these firms would be based on the different districts, as detailed in the Chamber's Trade Returns, and therefore would not coincide with figures from Administrative Districts. It was therefore suggested that it would be an advantage if the Government forecasts could be made on the same basis as is adopted by the Chamber for different districts. Regarding the proposed collection of figures of actual quantities of cotton ginned at various Ginning Factories, the Committee suggested that these returns should be obtained monthly from all Cotton Presses, as both hand and machine ginned cotton passed through these presses, and therefore the resulting figures would be more approximately correct.

As regards the suggestions of the Acting Director of Agriculture with reference to statistics of crops other than cotton, such as wheat and oilseeds, the Committee intimated that the instructions he had issued to the Collectors of this Presidency were in their opinion the best possible under prevailing conditions. (*Appendix* **V.**)

COST OF FOOD SUPPLIES, ETC., IN BOMBAY.

For some time past, Bombay has experienced a most inexplicable rise in the **price of food supplies** and other necessaries of life. During the year under review, the question attracted a good deal of attention, and the Committee, in addressing Government in the matter, desired to ascertain the cause which had led to this increase. They pointed out that such articles as Charcoal, Firewood, Grain of various kinds, Ghee, Oils, Vegetables and other foods, which are in daily consumption, were much more expensive than formerly, in some cases considerably so, and the reason was difficult to explain. The Committee therefore enquired whether Government could, from the Reports of their District and Forest Officers and from the Agricultural Department, throw any light upon the question, as the high cost of living was being felt by a large number of people, and if prices continued to advance, the burden of dear food might become a serious factor in the situation.

In reply to the above enquiry, Government forwarded to the Chamber extracts from a Note by the Director of Agriculture (a reprint of which will be found in the Appendices), and stated that it was the latest information available on an exceedingly perplexing subject. Government further added that if on good crops being assured by the monsoons there was no appreciable fall in prices, they would endeavour to investigate the cause still further. (*Appendix* **W.**)

MOTOR CAB SERVICE FOR BOMBAY AND POONA.

In September 1907, the Police Commissioner forwarded to the Chamber, for opinion, a copy of a communication addressed to him by the Government of Bombay with reference to the formation of a Syndicate in London for the purpose of providing Bombay and Poona with a complete and up-to-date **Motor Cab Service** as efficient in every respect as the services now working successfully in London, Paris and New York.

The Committee, in reply, stated that, from a Bombay standpoint, they were of opinion that the scheme should be welcomed and that every reasonable facility should be afforded to the promoters to establish a Motor Cab Service on a practical and popular basis. It was suggested that a monopoly for three years (in accordance with conditions mentioned in the papers submitted to Government) might be given, and the Syndicate's license renewed for further periods of three years on the terms stated, provided that the management and facilities afforded by the service were entirely satisfactory to both the Government and the general public.

Whilst conceding that the Motor Syndicate should be protected against minor and inefficient competition, the Committee felt that the present Victoria carriage traffic—which was an undoubted boon to the poorer middle class and the community generally—should not, through a partial loss of custom, be driven gradually off the streets; and that as regards relative fares, it was a question whether the competition of the Syndicate should not be so adjusted that while the motor cab would provide increased facilities for more rapid movement, the humbler ticca gharry would still be able to ply for ordinary purposes as at present.

As regards the speed of these cabs, the Committee suggested that it should be strictly limited to a moderate pace ; that the machines should be geared to the maximum pace allowed, and should remain in this respect under the control of Government, who should reserve to themselves the right to alter the speed power from time to time after giving due notice and with due regard to the cabs already in existence. (*Appendix* X.)

PUBLIC HOLIDAYS FOR 1907.

(See *Report*, 1906, *pp.* 155, 557.)

A reference to last year's report will show that this Chamber's representation regarding the observance of **Whit Monday** as a holiday and the **celebration of His Majesty the King Emperor's Birth-day**, *viz.*, 9th November, had been forwarded by the Bombay Government to the Government of India. In March 1907, a reply was received from the Bombay Government giving cover to a copy of a letter from the Government of India dealing with the various proposals put forward by the Chambers of Commerce of Bombay and Karachi for the grant of certain additional holidays under the Negotiable Instruments' Act.

The Governor-General in Council was unable to accept any of the suggestions made, one reason being that the 26th of June, or some day towards the end of that month, had previously been fixed by the King Emperor himself as the date on which his birthday should be celebrated in India, and His Excellency in Council did not consider it desirable to ask that any alteration should be made. As regards the 24th of May, Government considered this an unsuitable day for a public holiday, as it occurred during the hottest season of the year when ceremonial parades were attended by circumstances

of great discomfort. His Excellency in Council also considered that as the holiday regularly given on the 1st January might be regarded as an "**Empire Day**," peculiarly appropriate to India, it was unnecessary to fix another day for this purpose.

About the same time as this reply was received, a petition was forwarded to the Chamber, bearing the signatures of about 224 Parsee employés serving in the principal Banks in this City, asking for the support of the Chamber in getting the Parsees' sacred day, *viz.*, "**Khordadsal**" restored to the list of gazetted public holidays. The Committee, in forwarding a copy of this petition to the Bombay Government for favourable consideration, explained that the Holiday Committee, when drawing up their Report, omitted **Mohurrum** and **Khordadsal** and substituted two other days as alternative days under the impression that if their proposed list was not accepted, the original Government list would be adhered to, as it was not intended in any case that the full number of holidays should be reduced by two days.

On the 4th May 1907, a Notification was issued by Government declaring the 19th September 1907 to be a public holiday under the Negotiable Instruments Act, 1881, on account of **Khordadsal.**

The Committee appointed annually for the purpose of fixing the holidays for the ensuing year (1908) under the provisions of the Negotiable Instruments Act, met in the rooms of the Chamber on the 28th November 1907, and the report containing their recommendations was duly submitted to Government and adopted. (*Appendix* **Y.**)

CHINESE SHOES.

The Director-General of Commercial Intelligence forwarded to the Chamber some samples of Chinese shoes which he had

obtained from His Majesty's Consul-General at Shanghai, and requested that an opportunity may be given to firms—non-members as well as members of the Chamber—engaged in the manufacture of shoes to inspect the samples. It seemed probable to the Director-General that India, with its cotton mills, shoe factories, and cheap labour should be in a position to compete for the trade in Chinese shoes, and it was with this object in view that he had sent the samples to the Chamber, so that firms engaged in the manufacture of shoes might consider the expediency of making trial shipments. A relevant quotation from a Report by the Special Agents of the United States, Department of Commerce and Labour, on trade conditions in China was forwarded at the same time for information.

The shoes were made available for inspection in the Chamber's Rooms and the fact duly advertised in the local newspapers.

EXPORT OF SHORT-REELED YARNS FROM BOMBAY.

A communication was received in August 1907 from the Singapore Chamber of Commerce, drawing the attention of the Bombay Chamber to a report and tests made upon 10 samples of **Bombay Yarn** bought in the Singapore Market. They considered that it was illegal to ship such yarns from India; that buyers at their port were likely to be deceived in many instances both in lengths and counts; and they therefore trusted the Bombay Chamber would use their influence to prevent the exportation of these yarns.

The Committee gave the matter their serious consideration, and in their reply assured the Singapore Chamber of their strong support in putting a stop to the **fraudulent practices** complained of. They were of opinion that the Singapore

Chamber's position would be very materially strengthened if they would move their own Government to adopt the provisions of the Indian Merchandise Marks Act, which would enable their Customs authorities to summarily stop the importation of such yarns. They felt that without some such legislation it might not be possible to wholly check fraudulent trade with their port. They also informed the Singapore Chamber that they had at once addressed a letter to the Bombay Government urging immediate action in the matter.

In the Committee's letter to Government it was stated that they considered the make up of the yarns tested by the Singapore Chamber constituted a gross fraud, and that they much regretted it was possible for such shipments to be made from the Port of Bombay. Adverting to the irregularities complained of by the Singapore Chamber, the Committee pointed out that a bundle marked "40" (to represent 40s) contained yarn from 14¾ to 16s count, the length of the hanks were only 560 to 570 yards, and that similar irregularities appeared in all the other instances quoted by the Singapore Chamber.

The Committee further remarked that the shippers were well known in this market, and that the bales for Singapore could easily be stopped and examined at the Docks in Bombay before being put on board the Singapore steamer. The Committee pointed out that the evil of short reeling and false making up was a very serious one, detrimental alike to producers, consumers, and trade generally; and they therefore urged Government to take immediate action, and, if feasible, to institute proceedings under Sections 6 and 7 of the Indian Merchandise Marks Act.

It was explained that ever since the controversy of short reeling in India was started, this Chamber had held the view

that if Government would only step in and obtain a conviction in one or two flagrant cases (at the same time confiscating the yarn in question), the evil would probably cease.

Copies of the above letter were forwarded to both the Singapore and Manchester Chambers of Commerce for information. (*Appendix* Z.)

SURVEYS ON PIECE-GOODS.

The attention of the Manchester Chamber of Commerce was recently drawn by several of their members to certain **awards by Surveyors in India** and further East, such awards being, in their opinion, irregular, inasmuch as the Surveyors included in their Reports statements and opinions regarding points which were not within the subjects of reference to them.

The intervention of the Manchester Chamber was desired, but after consideration it was resolved unanimously that it was not within the scope of their duties to interfere in particular cases, and that they could only suggest to the Eastern Chambers the importance of Survey Reports being confined to the question or questions specifically in dispute and upon which Surveyors have been invited to make their award.

On receipt of a communication from the Manchester Chamber to the above effect, the Committee circulated the information for the guidance of members of the Bombay Chamber of Commerce.

Statement showing the Total Measurement of Bales and Miscellaneous Packages with Receipts for the year 1907.

Year.	Nett Bales Certified.		Nett Miscellaneous Articles.		Nett Round Logs.		Extra Fees.		Nett Totals.	
	Number of Bales.	Nett Fees.	Number of Packages.	Nett Fees.	Number of Logs.	Nett Fees.	Articles Certified.	Amount.	Packages.	Nett Fees.
		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.
1907..	2,718,592	42,478 0 0	257,584	16,775 11 6	136	68 0 0	...	849 15 0	2,976,312	60,171 10 6

ROYAL ASIATIC SOCIETY * LIBRARY * OF THE BOMBAY BRANCH OF THE

BOMBAY CHAMBER OF COMMERCE.

STATEMENT OF ACCOUNTS from 1st January to 31st December 1907.

By RECEIPTS.	Amount. Rs. A. P.	Rs. A. P.	To EXPENDITURE.	Amount Rs. A. P.	Rs. A. P.
Balance on 31st December 1906		91,092 3 10	Office rent	2,940 0 0	
Subscriptions	18,734 12 0		Printing—		
Publications	19,599 11 8		Annual Report, 1906, and other Miscellaneous Papers	3,744 8 0	
Measurement Fee Account.			Index to Chambers Reports	1,966 4 0	
Measurement Fee Receipts.... Rs. a. p. 60,171 10 6			Advertisements	369 12 0	
Less—Salaries to Measurers, Sepoys, etc. 27,054 13 4			Newspapers and Books	775 10 0	
—Contribution to the Chamber's Establishment 10,000 0 0			Office Salaries (Chamber's Head Office and Statistical Department, Millowners' and Cotton Trade Associations), Postage and Receipt Stamps, Petty Charges, &c.	40,015 13 4	
37,054 13 4	23,116 13 2		Telegrams, Stationery, and cost of Weather and Crop Reports	3,072 2 10	
Interest on Fixed Deposits	3,411 9 7		Printing Daily and Weekly Trade Returns, Manifests and other Statistics, and Contributions to the G. I. P. and B. P. & C. I. Railways	21,075 14 0	
Miscellaneous Receipts for copies of Tonnage Scale, &c.	381 10 9		Auditors' Fee for the year ending 31st December 1907	100 0 0	
Contribution from the Measurement Fee Account to Chamber's Establishment	10,000 0 0		Telephone Rent from 1st March 1907 to 28th February 1908	200 0 0	
Contribution from the Bombay Cotton Trade Association, Ld.	5,375 0 0		Law charges	1,062 9 6	
Contribution from the Bombay Millowners' Association	7,200 0 0		Contribution, Interest, &c, paid to Provident Fund	2,254 8 11	
Balance of Receipts over Expenditure on Arbitration Fees	455 0 0		Expenses paid to the Representatives of the Chamber for attending Agricultural Conference at Ahmedabad	175 8 0	
		88,274 9 2			77,752 10 7

				Funds of the Chamber as under :—			
				Fixed deposit receipts of the Chartered Bank for 12 months at 4 per cent	46,500 0 0		
				Do. Mercantile Bank of India, Ld., for 12 months at 4 per cent.	13,500 0 0		
				Do. Hongkong and Shanghai Banking Corporation for 1 year at 4 per cent.	30,000 0 0		
				Do. Yokohama Specie Bank, Ld., for 1 year at 4 per cent.	11,000 0 0		
				Bank of Bombay Current Deposit Accounts ..	1,380 8 1		
				Cash in hand	521 1 0		
				Amount outstanding from the Bombay Cotton Trade Association, Ld., &c., &c., &c., &c.	1,219 13 4		
					1,04,121 6 5		
				Less—Cost of Weather & Crop Reports, Printing charges and Auditor's fee unpaid.....	2,507 4 0		
				Net Balance to carry forward..			1,01,614 2 5
Total Rs. ..	....	1,79,366 13 0		Total Rs.	....		1,79,366 13 0

ROYAL ASIATIC SOCIETY LIBRARY OF THE BOMBAY BRANCH OF THE

Examined and found correct.

A. F. FERGUSON & Co.,

Chartered Accountants.

BOMBAY, *4th February* 1908.

THE BOMBAY CHAMBER OF COMMERCE PROVIDENT FUND.

STATEMENT OF ACCOUNTS from 1st January to 31st December 1907.

To	Rs. a. p.	Rs. a. p.	By	Rs. a. p.	Rs. a. p.
Claims, &c., paid to members	.....	115 3 6	Subscriptions paid by members	.....	2,809 7 3
			Contribution paid by the Chamber *	.....	2,809 7 3
			Interest	....	78 14 1
Balance as under—			Forfeitures—		
City of Bombay Improvement Trust 4 per cent. Bonds for Rs. 2,500 cost ..	2,513 8 0	....	Amount forfeited	49 12 3	
Cash in the Bank of Bombay	3,102 11 4		*Less*—Expenses	17 2 0	
		5,615 3 4			32 10 3
Total Rs. ..	....	5,730 6 10	Total Rs. ..	....	5,730 6 10

Examined and found correct.

BOMBAY, *13th February* 1908.

J. GREIG,
Auditor.

* The above contribution includes the two sums of Rs. 384-0-0 and Rs. 253-0-0 respectively paid by the Millowner's and Cotton Trade Associations towards the Fund.

APPENDIX **A.-1.**

BOMBAY PORT TRUST.

REPRESENTATION OF RAILWAY OFFICIALS.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 29th January 1907.

No. 360 of 1907.

To the CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—The question of the desirability of the Railways in Bombay being directly represented on the Bombay Port Trust having come under the consideration of Government, I am directed to request that you will kindly move your Chamber to favour Government with their opinion whether it is expedient to make arrangements for the representation of the Railways on the Trust, and whether they would consider it necessary or advisable for that purpose to legislate with the object of increasing the number of members of the Trust.—I have, &c.,

J. S. BROWN,
Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 15th February 1907.

No. 140 of 1907.

J. S. BROWN, Esq.,
SECRETARY TO GOVERNMENT,
P. W. D., RAILWAY BRANCH,
Bombay.

SIR,—I am directed to acknowledge receipt of your No. 360 of the 29th January, and in reply to say that in the opinion of the Committee of the Chamber it would benefit the trade of this Port, if the two Railways entering it were directly represented on the Port Trust Board.

But as there are objections to having three Railway representatives, my Committee consider that, should the above suggestion be adopted, there would be no necessity for the Secretary to Government, P. W. D., Railway Branch, to be on the Board. With this proviso, the Committee see no objection to the slight increase in the number of members of the Trust.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX A.-2.

PROPOSAL FOR THE FORMATION OF AN EAST INDIA COMMITTEE IN LONDON.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 14th December 1906.

No. 2258 of 1906.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—A suggestion is now under the consideration of this Chamber for the formation of an East India Committee in London, representing the mercantile and industrial community in India, in much the same way as the West India Committee has so effectively represented the West Indian Colonies in London for a long number of years. There can be little doubt that an organised representative body, composed of gentlemen connected with the commerce of India, of actual Indian experience, and in close touch with the Chambers of Commerce of India, which could act with promptitude in the interests of commerce and industries of the country when necessity arose, and represent the legitimate demands of the mercantile community to the Imperial Government, would find a great sphere of usefulness. Without attempting at present to elaborate the details of the system on which such a Committee should work, how it should be financed, or how its members should be elected, I am instructed by the Committee of the Bengal Chamber of Commerce to ask for the favour of

the views of your Chamber on the matter as a preliminary measure. There are a sufficient number of gentlemen now in London who have retired from India, but are still connected with its commerce and industries, to form an influential and thoroughly representative Committee.—I am, &c.,

W. PARSONS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 10th January 1907

No. 24 of 1907.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—Your letter No. 2258 of the 14th December regarding the formation of an East India Committee in London has been duly considered by my Committee, and I am directed to say that they favour the proposal and will be glad to afford their support to such an institution. But before coming to a final decision they would be obliged by your letting them have, if possible, some details of the system on which the proposed Committee would work, how it would be financed, and how its members would be elected, or any other information that may be available on the subject.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 14th January 1907

No. 107 OF 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am in receipt of your letter No. 24 of 10th January 1907, from which I am glad to see that the Committee of your Chamber favour the above proposal, and will be glad to afford their support to such an institution.

In reply to the enquiry in the last paragraph of your letter, the West India Committee was established as far back as 1760. It was only incorporated by Royal Charter in the year 1904. I regret that I have not at the moment a copy of the Royal Charter of Incorporation to send you, but I have written to the West India Committee for full information as to the organisation of that body and expect shortly to have a reply. In the meantime I send you herewith a copy of the rules which have been framed under the Charter of Incorporation, which will give you a certain amount of information. So far as I have been able to ascertain at present, the organisation consists of a large number of subscribing members, part of whom are resident in the West Indian Islands, British Guiana and British Honduras, the remainder being resident in Great Britain. These members elect an Executive Committee to administer the general affairs of the whole body. But it might conceivably be found that a different organisation might be found more suitable for the proposed East India Committee, and this will of course have to be fully discussed by the different Chambers of Commerce if the proposal takes shape.

When all the replies have been received from the different Chambers the matter will form the subject of further correspondence—I am, &c.,

W. PARSONS,
Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 7th February 1907.

No. 257 of 1907.

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—In continuation of my letter No. 107 of 14th January and with further reference to your letter No. 24 of 10th January, I have the pleasure to forward to your address, under separate cover, a copy of a hand-book which I have received from the West India Committee, London, containing lists of members, together with a text of the Royal Charter of Incorporation and the Rules of the Committee.

As the present Committee of this Chamber are just on the point of retiring from office, it has been decided to defer further consideration of the matter until next month, when the new Committee will take it into consideration and probably make a further reference to the various Indian Chambers. In the meantime I should feel much obliged if you will kindly return the hand-book referred to, when done with.—I am, &c.,

W. PARSONS,
Secretary.

THE WEST INDIA COMMITTEE.

RULES.

Allowed by the Lords of the Privy Council in accordance with the term of the Royal Charter, April 3rd, 1905.

I. The West India Committee is an Incorporated Association of Planters, Merchants and others, being British subjects, interested in the British West Indies, British Guiana and British Honduras.

II. The West India Committee consists of the Members elected by the Executive Committee as hereinafter constituted. Candidates for election must be proposed by one and seconded by another Member of the West India Committee, and the names of candidates and their proposers and seconders forwarded to the Secretary.

III. The object of the West India Committee is, by united action, to promote the interest of the industries and trade, and thus increase the general welfare of the British West Indies, British Guiana and British Honduras.

IV. The minimum subscription to the West India Committee shall be £1 1*s.* per annum, which shall entitle a Member during the year to attend and vote at all General Meetings, and to receive fortnightly "The West India Committee Circular" for the year.*

From others than Members the subscription for "The West India Committee Circular" shall be £1 1*s.* per annum. The qualification to serve on the Executive Committee shall be a subscription of not

* The West India Committee Circular is now issued weekly.

less than £5 5*s.* per annum. Subscriptions shall become due on January 1st, except from new Members, whose subscriptions for the current year shall become payable on election. Subscriptions from new Members elected during the last three months of any year shall be held as on account of the year commencing on the following 1st of January.

V. The Annual General Meeting of the West India Committee, to be duly convened by the Secretary by previous notice in writing posted to the Members at their addresses in the United Kingdom duly recorded in the Register of Members, shall be held in April or May, and to this Meeting the Executive Committee shall present a report of the proceedings, together with a statement of the receipts and expenditure of the West India Committee. But no Member shall be entitled to such notice unless he has a registered address in the United Kingdom. Other General Meetings may be held at such other times as the Executive Committee may determine. Special General Meetings shall be held upon the written requisition of any 30 Members of the West India Committee or any 6 Members of the Executive Committee, such Meetings being summoned by the Secretary within 14 days after receiving such requisition by notice in writing, stating the object of the Meeting and fixing, as the date of the Meeting, a day not less than 14 days and not more than three calendar months from the date of such notice, to be posted in manner aforesaid seven clear days before the date of such Meeting. At all General Meetings 30 Members shall form a quorum, and at all adjourned General Meetings 15 Members shall form a quorum.

VI. The general administration of the affairs of the West India Committee shall be vested in the Executive Committee, to consist of not less than 20 and not more than 36 elected Members, to be elected by the West India Committee from duly qualified Members of their own body at the Annual General Meeting. But the Executive Committee shall be at liberty to appoint, at their discretion, any Members of the West India Committee as Members of the Executive Committee, but so that such additional Members shall not exceed three in all at any one time. One-third of the Members of the Executive Committee shall retire annually by rotation, but be eligible for re-election. At all Meetings of the Executive Committee eight Members shall form a quorum.

VII. The Chairman, the Deputy Chairman and Treasurers shall be elected annually by the Executive Committee, and their office shall be honorary. The Secretary shall be appointed by the Executive Committee.

VIII. All acts and things incident to the due and proper conduct and management of the affairs of the West India Committee, and which are not provided for in the foregoing Rules may, as and when they arise and occasion requires, be done and performed pursuant to the Resolutions from time to time duly passed by the Executive Committee.

(Sd.) ALGERNON E. ASPINALL,
Secretary.

The West India Committee,
15, Seething Lane, E. C.

CHAMBER OF COMMERCE,
BOMBAY, 21st February 1907.

No. 164 of 1907.

The SECRETARY, BENGAL CHAMBER of COMMERCE,
Calcutta.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 257 of the 7th instant, and to thank you for the copy of the West India Committee's hand-book, which I now beg to return under separate cover.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 16th April 1907.

No. 695 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

Proposed East India Committee.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to address you with reference to this proposal which has already formed the subject of previous correspondence between us.

2. There would appear to be a general feeling on the part of the Indian Chambers in favour of action being taken with the object of securing the effective representation of Indian commerce and industry in England. As to the nature and constitution of the organisation which would have to be formed for this purpose, no definite conclusions have been yet arrived at. But you are aware that the success of the West India Committee has been instanced as an example of what is possible in the way of promoting Colonial trading and industrial interests in England.

3. The question has been under the consideration of the Committee of this Chamber for some little time, and they have in a general way discussed what appear to them to be its main features. The West India Committee is an incorporated association of planters, merchants and others concerned in the British West Indies. It is controlled and managed in England, although it has a large number of colonial and foreign members, some of whom act as honorary correspondents in the principal West Indian Colonies. It has been in existence for nearly a century and-a-half, and has undoubtedly acquired great influence in the formation and direction of English opinion upon West Indian matters.

4. At first sight it might appear to be eminently desirable that an attempt should be made to organise an East India Committee on similar lines. But after a careful scrutiny of the different points, the Committee of this Chamber are not convinced of the advisability of following the constitution of the West India Committee too closely. The conditions of the West Indian trade are apparently different from those prevailing in this country. Merchants and traders in India have organised efficient Chambers of Commerce at the principal industrial and commercial centres. These bodies adequately represent the interests of the commercial classes; and there is consequently no difficulty in pressing the views of the mercantile community upon the attention of the Government of India and of the country generally. But difficulty does exist, and has been actually experienced, in bringing Indian commercial opinion to bear upon the Government at home, and in giving publicity in England to Indian mercantile problems. It is with the object of overcoming this difficulty that the present discussion was undertaken; and further consideration seems to indicate that what is wanted is what may be termed a Home Committee of the Indian

Chambers of Commerce. The establishment in London of an independent organisation similar to the West India Committee might or might not, prove to be a satisfactory solution. But it would seem to be practically certain that the formation in London of a Committee of delegates or representatives of the Indian Chambers would be very much more effective. The members of such a Committee would be delegated by, and would act on behalf of the different Chambers; and the possibility of differences or friction arising between Indian mercantile opinion as represented in India, and as represented in England, would be minimised. Moreover, such an organisation might be expected to exercise greater influence than an independent body, seeing that its action would be supported by the whole mercantile public of this country.

5. I am to invite your Committee to consider the question from this stand-point, and to favour the Committee of this Chamber with an expression of their views at an early date. Should they be generally in accord with the principle which I have endeavoured to indicate, perhaps they will be good enough to go farther and to make suggestions as to the most effective means of putting it into practice. There are, of course, many points connected with the constitution of the new organisation which will require careful examination and consideration. For example, it will be necessary to come to conclusions as to the total number of members, the basis upon which the Chambers will appoint, the number of members to be appointed by each Chamber, the provision of funds, and numerous other points which will no doubt arise in the course of the discussion.—I am, &c.,

H. M. HAYWOOD,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 3rd May 1907.

No. 374 of 1907.

The SECRETARY, BENGAL CHAMBER of COMMERCE,
Calcutta.

DEAR SIR,—I am instructed to acknowledge the receipt of your letter No. 693 of the 16th ultimo on the subject of the proposed East India Committee.

The matter has been reconsidered by the present Committee of the Chamber, who have had before them the previous correspondence on the subject, as also a copy of the reply sent you on 10th January 1907.

2. After very full discussion of the question from all points of view, my Committee instruct me to say that they feel there might be difficulties in the way of the ultimate success of such a Committee. For instance, the question of direct representation to the Secretary of State concerning matters of Indian Commerce and Industry would perhaps not be favourably viewed by the Government of India, through whom all such representations have hitherto been submitted. Then again divergent views might be held by the different Chambers in this country on some important matter which might call for representation in England; and, further, representatives of firms at home would, as time went on, get out of touch with commercial affairs in India, and be unable therefore to thoroughly represent the views of Chambers of Commerce in this country. And, lastly, it is also thought that the formation of such a Committee might tend to weaken the position of Indian Chambers as representative bodies.

3. For these reasons, therefore, my Committee are inclined to think that the formation of a London Committee would not perhaps be advisable, and they refrain therefore for the present from dealing specially with the points brought forward in your letter under reply.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 13th June 1907.

No. 1021 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge the receipt of your letter, dated 3rd May, upon this question.

2. The views which you express have been considered in detail by the Committee of this Chamber, who have instructed me to make a few observations upon them. In the first place, I am to say that

the Committee admit the possibility of difficulties arising, but they do not think that this possibility is so serious as to justify the abandonment of the scheme. On the contrary, they are distinctly of opinion that there is every likelihood of the ultimate success of such an organisation as they have in mind; and the particular objections which you raise can, they think, be met. The first of these objections is that the Government of India might not view with favour any attempt to represent Indian commercial matters directly to the Secretary of State. In regard to this, I am to say that there is no proposal to disregard the Government of India in any way. The London Committee would only approach the Secretary of State in cases where appeals to the authorities on this side had been entirely unsuccessful, or in cases where direct representation would tend to strengthen the hands of the Government of India. The scheme is in no way antagonistic to the latter, and the Committee of this Chamber have not the least fear of its being so regarded.

3. You go on to suggest that difficulties might arise in connection with matters upon which divergent views may be entertained by the different Chambers. But all the Chambers would be represented on the new Committee, and the decision of the majority would be acted upon in cases of difference of opinion. No trouble need therefore be apprehended even in such cases, which are not likely to be numerous.

4. If the representatives are appointed annually by the Indian Chambers, the danger which you foresee of their getting out of touch with Indian opinion would be entirely removed. For it would be for the Chambers to see that they appointed only such men as were thoroughly conversant with the needs of the commercial community. The same remark applies to your last objection, that the new Committee would tend to weaken the position of the Indian Chambers as representative bodies. So long as the members are appointed and instructed by the Indian Chambers, this surely could not be the case. On the contrary the position of the Indian Chambers would be in all probability much strengthened, because they would have some influence in forming and directing English opinion upon Indian commercial matters. Moreover, the fact that the new Committee would be financed by the Indian Chambers would certainly tend to obviate any such danger as that which you apprehend.

5. I am to submit the foregoing remarks for the careful consideration of your Committee. I am also to add that all the other Indian Chambers (with the exception of Cochin, from whom no reply has yet been received) are favourably inclined to the proposals put forward in my letter of 16th April. They are all prepared to go on with the scheme, and I am to express a hope that your Committee, after re-consideration, will also see their way to participate. In a matter of this description it is obviously essential, if success is to be hoped for, that Bombay and Calcutta should lead the way.

6. In conclusion, I am briefly to amplify what was written in my letter just quoted. The opinion here is that the new organisation might be called the **Home Committee of the Indian Chambers of Commerce**; and that it might consist of twenty representatives to be appointed annually by the Chambers. On account of each representative a contribution of Rs. 500 per annum might be paid by the Chambers. Allotting the representatives roughly in proportion to the number of members of the different Chambers, there would be four for Bengal, three for Bombay, two each for Madras, Karachi, Rangoon and Upper India, and one each for the Punjab, Cochin, Eastern Bengal and Assam, Coconada and Chittagong. This would mean an annual contribution of Rs. 2,000 from the Bengal Chamber, Rs. 1,500 from the Bombay Chamber, and so on in proportion for the others, making a total of Rs. 10,000. These proposals, which are now under consideration, will be submitted to you in detail later on; but in the meantime you will no doubt favour the Committee with an expression of the views of your Chamber upon the general question.—I am, &c.,

H. M. HAYWOOD,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 29th June 1907.

No. 545 OF 1907.

The SECRETARY, BENGAL CHAMBER of COMMERCE,
Calcutta.

DEAR SIR,—Your letter of the 13th instant on the above subject has been laid before my Committee, who have again carefully reconsidered the whole question. They much regret, however, that

they are still unable to concur in the views of your Committee as to the wisdom of forming an East India Committee in London. It appears from what you write that the duties of the Home Committee would be to represent Indian commercial matters directly to the Secretary of State in cases where appeals to the Government on this side had been unsuccessful. My Committee have already expressed the view that action of this kind might not be regarded with favour by the Government of India, and that the influence of Chambers of Commerce in this country might be adversely affected by the existence of such a body.

2. My Committee feel moreover that the difficulty, not to say the impossibility, of instructing the Bombay representatives to support a scheme which, for the sake of argument, we may say mainly affected Bengal, and on which the opinion of the Bombay Chamber could not be of much value, would lay the Bombay Chamber open to the charge of supporting a proposal which it had not properly considered, and this my Committee think would be a very undesirable position.

3. Then again as regards the question of divergent views being entertained by the different Chambers, you say, in reply, that the decision of the majority would be acted upon in such cases; but my Committee cannot see their way to agree to this, as on a question of importance they might hold diametrically opposite views to those of your Chamber and of other Chambers. If on a majority vote a representation was made to the Secretary of State, the opinion of the Bombay Chamber of Commerce would become of little account, and in any political or other action that might be taken it would always be represented that the Home Committee of the Indian Chambers had expressed such and such a view. If this were so, the Bombay Chamber would be placed in a wrong position, and my Committee particularly desire to guard against this.

4. In reply to para. 4 of your letter that if representatives are appointed annually by the Indian Chambers the danger of their getting out of touch with Indian opinion would be entirely removed, I am directed to point out that, so far as this Chamber is concerned, it would be impossible to appoint every year three representatives for Bombay who are thoroughly conversant with our

affairs. It is only very occasionally that a Bombay commercial man of standing leaves India for good, and this being so, suitable representatives would be most difficult to find. At the present time, although one such representative might be found, it would be very difficult to find more.

5. For these reasons, and for others, my Committee regret they are unable to support the scheme you have put forward for the establishment in London of a Home Committee of the Indian Chambers of Commerce.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX B.

THE GOLD STANDARD RESERVE.

BENGAL CHAMBER of COMMERCE,
CALCUTTA, 17*th December* 1906.

No. 2199 OF 1906.

To the SECRETARY to the GOVERNMENT of INDIA,
FINANCE DEPARTMENT, Calcutta.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to address you with regard to the recent change which has been made in the constitution of the Gold Reserve Fund, under which its designation has been altered to the Gold Standard Reserve Fund and a portion of it is to be held in silver instead of in gold. In reply to a question asked by Sir Howard Vincent in the House of Commons on the 26th of July, the Right Honourable the Secretary of State for India said that he had approved a proposal made by the Government of India for a portion of the Gold Standard Reserve to be held in silver, and that silver to the value of £2,500,000 would, in due course, be transferred to the Reserve, a sum of £1,056,000 having been so far transferred.

2. I am instructed by the Committee to express their regret that the Government of India did not see fit to make any reference to

representatives of either the Banking or the Mercantile community before a change of such radical importance, and so intimately connected with the trade of the country, was introduced. The Committee had always understood that the Gold Reserve Fund was to be maintained in gold or in British Government Securities readily convertible into gold, as the only sound security for the maintenance of exchange. The step now taken appears to them to be in direct contravention of the principles laid down by the Government of India when the Gold Reserve Fund was first initiated, and the Committee view with grave apprehension the possible consequences which may follow on this change of policy. Further, the Committee are of opinion that the constant changing of currency methods is greatly to be deprecated.

3. The Committee desire to express their agreement with the views of Sir Edward Law as stated in a letter of 15th August addressed to the *Times* in the following words:—"It must be remembered that, as the public was officially informed, this Fund was formed solely for the purpose of maintaining the exchange value of the silver token rupee coin. For this purpose it must consist either of gold or of readily realisable gold Securities; a silver reserve cannot be considered as a proper guarantee for the maintenance of the exchange value of a silver currency. If the very large purchases of silver which have recently been made by the Indian Government were necessary, it would seem that the funds should have been found from any other source rather than from the Gold Reserve Fund, the utility of which, as regards its only legitimate purpose, is gravely endangered by altering its constitution."

4. The Committee, in consultation with the representatives of the Exchange Banks doing business in Calcutta, have given their most careful consideration to this matter, and in view of the fact that the principles, announced at the time the Gold Reserve Fund was established, were that the Fund would serve as a guarantee for the conversion into gold if required of the rupee token coinage, the Committee consider that the decision now arrived at to hold silver in this Fund as a Reserve for silver is not only directly opposed to the principles which actuated the Government of India in the first instance, but also is likely to prove a positive danger to the stability of exchange.

5. I am instructed to say, in conclusion, that the Committee of the Chamber are unanimously of opinion that the Gold Reserve Fund should be, as its name implies, a Reserve in gold or readily realisable gold Securities, and I am to ask that the whole matter may receive careful consideration by the Government of India.—I have, &c.,

H. M. HAYWOOD,
Secretary.

GOVERNMENT OF INDIA,

FINANCE DEPARTMENT,

CALCUTTA, 26th January 1907.

No. 561-A.

The SECRETARY, BENGAL CHAMBER of COMMERCE,
Calcutta.

SIR,—I have laid before the Government of India your letter No. 2199, dated the 7th December 1906, in which the Committee of the Bengal Chamber of Commerce take exception to the arrangement by which a portion of the Gold Standard Reserve is now held in silver, and express the opinion that the reserve should be wholly in gold or readily realizable gold securities. In reply, I am to explain, for the information of the Chamber of Commerce, exactly what arrangements have been made. It will then be possible to dispel certain misconceptions which have partially obscured the facts, and to understand more clearly the objects which the Government of India had in view in establishing the silver branch of the Gold Standard Reserve.

2. As the Chamber are aware, the demand for rupees during the last four years has been very great. Between the 1st April 1903 and the 1st April 1906, the net withdrawal of rupees from the Currency Reserve reached the enormous total of 32½ crores, while in the same period the Mints had coined 35 crores of rupees from newly purchased silver and made them over to the treasury. The sudden demand created by heavy trade remittances, and the delays inseparable from importing and coining large masses of silver to meet them, led to the establishment of a silver reserve in 1904. This consisted, when it was completed, of a store of prepared ingots sufficient to coin 3 crores of rupees, and was kept as part of the Paper Currency Reserve. During

the cold weather of 1905-06 it became necessary to coin up the whole of the ingots; and even then the rupee stock in the Currency Reserve fell to 7½ crores, with no further reserve on which Government could fall back to supplement it. The position afforded conclusive evidence that the ingot reserve was insufficient, and that its presence in the Currency Reserve at a time of pressure was a danger, inasmuch as it displaced an equivalent amount of coined rupees which might be required for issue at the shortest notice. To increase the strength of the ingot reserve, which was now a proved necessity would only increase this danger.

3. It was decided therefore to substitute a new silver reserve, twice as large as the old ingot reserve, and to keep it outside the Paper Currency Reserve altogether. This meant an addition of 6 crores of tolas of silver to the Government's uninvested reserves, and was equivalent to tying up 3 millions sterling, which the Government balances could not possibly afford. It was accordingly determined, with the full approval of the Secretary of State, to build up the silver reserve from the profits on coinage, until the limit of 6 crores of rupees was reached, by arresting to that extent and until that time the investments of the coinage profits in gold securities. In other words, a silver branch was to be added to the Gold Standard Reserve, which would be available in an emergency to meet any great and sudden demand for rupees. The silver was to be held in the form of prepared blanks or discs, ready for immediate coinage; but it has since been decided to convert these into rupees. The silver branch of the Gold Standard Reserve has now mounted up to 4¾ crores of tolas or rupees, and it is expected that the 6 crores limit will be reached before the end of March 1907. Thereafter the profits on coinage will be credited to the reserve in gold as before.

4. The procedure for employing the silver reserve, in case of its being required to supplement the Government's ordinary stock of rupees, will be as follows: The rupees withdrawn from it will be paid for in gold, either in England or in India. Part of the gold will be employed in purchasing sufficient silver to coin and restore to the reserve the number of rupees which had been taken from it; and the balance will be invested in the gold branch of the reserve. The silver branch will thus be recouped automatically.

5. It will be seen from the above statement of facts that the Government has no intention whatever, as was suggested in *The Times*, of making its current purchases of silver from the resources of the Gold Standard Reserve. No such purchase has been made, the whole of the silver having been paid for from treasury balances or from the gold in the Currency Chest. Nor has any portion of the gold accumulations of the reserve been converted into silver. The growth of the gold portion of the reserve has been checked temporarily, but it will recommence as soon as 6 crores of rupees have been placed in the silver branch; and meanwhile the interest on the gold investments is being again invested as it accrues. There has been no permanent or prolonged interference with the building up of the reserve in its original form.

6. The Government of India readily appreciate the anxiety of the Chamber that there should be no alteration in the constitution of the Reserve Fund which would in any way endanger the stability of exchange. They fully concur in that opinion, and are keenly alive to the danger of shaking public confidence in the arrangements for supporting the Gold Standard; but they trust that the actual facts, as now explained, will satisfy the Chamber that there is no reason for apprehension. A silver reserve is not, and never can be, any security for the maintenance of exchange; its function is entirely different. Of the two great risks which attach to the Indian currency system,—a fall in exchange and a shortage of rupees,—the former has not been imminent in recent years, and a powerful gold reserve (including now about 12½ millions in gold securities) is being accumulated as a guarantee against it. But the second danger is for the time being a pressing one, and the provision of an adequate safeguard against it has become a matter of first urgency. The establishment of a strong silver reserve was thus an act of common prudence; and its amalgamation with the Gold Standard Reserve was the quickest and most economical method of building it up. All that has happened to the Gold Reserve is that its growth has been temporarily retarded, but even this is now nearly at an end.

7. I am to add that, during the last month, a temporary loan has been taken from the silver branch of the Gold Standard Reserve in order to assist the Government in meeting the very heavy issues of Telegraphic Transfers by the Secretary of State. The Government will pay interest to the reserve for this loan, which will be treated in

the same way as a loan from any outside source. The transaction in no way interferes with the growth or functions of the reserve, and is only mentioned in order that the Chamber may be placed in possession of the whole facts in connection with the reserve.—I have, &c.,

J. S. MESTON,
Secretary to the Government of India.

CHAMBER OF COMMERCE,
BOMBAY, 1st February 1907.

No. 91 OF 1907.

The SECRETARY to the GOVERNMENT of INDIA,
FINANCE DEPARTMENT,
Calcutta.

SIR,—The Committee of this Chamber have been favoured by the Bengal Chamber with a copy of their letter, dated 7th December 1906, addressed to the Secretary to the Government of India, Finance Department, on the change recently made in the constitution of the Gold Reserve Fund; and in addressing you on the subject I am desired to make the following comments.

2. My Committee consider the matter to be one of vital importance to the country, and they would endorse the regret expressed by the Committee of the Bengal Chamber that neither the Banking nor the Mercantile communities were consulted before such a change was introduced.

3. They fully appreciate the difficulties which Government have experienced in providing and financing the large reserves of silver which it has been found necessary to hold in anticipation of fresh coinage; and they instruct me to suggest the desirability of adopting measures to secure a larger use of gold in the currency circulation. An increased use of gold coins as currency would, in their opinion, tend to reduce the quantity of silver bullion or ingot reserves which need be held, and would also minimise the difficulties connected with the provision thereof.

4. My Committee are strongly of opinion that if the Gold Standard Reserve Fund is to fulfil the purpose for which it has been instituted, it is absolutely necessary that it should chiefly consist of a Gold Reserve located in India, and not be invested in British securities. Their reason for this opinion is that a reserve of this description is maintained for the sake of serious emergencies, and should such an emergency arise, it might very easily happen that it would be extremely difficult to rapidly realise securities: indeed, the state of the money market brought about by the very emergency would probably be considerably aggravated if it entailed the realising of a large quantity of British Securities, whereas if the Reserve was a metallic one the position could be at once relieved.

5. Holding this opinion, my Committee would strongly urge that no further portion of the Gold Standard Reserve Fund should be invested in British Securities, but should be held in Gold in this country; and they earnestly trust the above proposal will receive the careful consideration of the Government of India.—I have, &c.

H. E. E. PROCTER,
Chairman

J. B. LESLIE-ROGERS,
Secretary.

No. 813.

GOVERNMENT OF INDIA,

FINANCE DEPARTMENT,

CALCUTTA, 7th February 1907.

To the SECRETARY,
CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 91, dated the 1st February 1907, communicating remarks on the constitution of the Gold Reserve Fund (now styled Gold Standard Reserve) and to say that it will be submitted for consideration of the Government of India.—I have, &c.,

H. F. HOWARD,
Under-Secretary to the Government of India.

No. 2692-A.

GOVERNMENT OF INDIA,

FINANCE DEPARTMENT,
SIMLA, the 4th May 1907.

To the CHAIRMAN,
CHAMBER of COMMERCE, BOMBAY.

SIR,—In continuation of Mr. Howard's acknowledgment, dated the 7th February 1907, I am now directed to reply to your letter No. 91, dated the 1st idem.

2. The Government of India are indebted to the Committee of your Chamber for their suggestions and advice, as well as for their recognition of the circumstances which have necessitated the establishment of a special silver reserve in India. The further proposals which your Committee recommend for the strengthening of the currency position are—

(*a*) the more extensive circulation of gold ; and

(*b*) the holding of future accretions to the Gold Standard Reserve in the form of liquid gold in India.

3. The question raised by the first of these proposals is one to which your Committee rightly attach the highest importance. The Government of India have never concealed from themselves the inconvenience attending a gold standard which is not accompanied by an effective gold circulation, and they are in full accord with the view that a more general use of gold among the people would simplify the task of directing a managed currency. It will be within the memory of your Committee that a definite attempt to stimulate the circulation of gold was made in 1900-01. The Treasuries, the Post Office and the Presidency Banks co-operated in special measures for the issue of gold ; and it was estimated that, for the time being, about 1¼ millions sterling were thus put into the hands of the public. But there is no evidence that the popularity of gold was thereby increased : on the contrary it is clear that the great bulk of these issues promptly came back to the banks and the treasuries, and the experiment had ultimately to be abandoned. To press a circulating medium upon the people is more likely to retard than to promote the demand for it. Popular confidence in an unfamiliar form of currency must be allowed to develop in its own

way; and the Government are fully convinced that any official attempt to force its growth will inevitably do more harm than good.

4. This view is justified by the manner in which gold is now working into the circulation on its own merits. Its popularity varies greatly in different parts of the country; but there can be no doubt that a general and appreciable advance is being made. It is unnecessary to point to the figures of the net import of sovereigns, both because they are already accessible to your Committee, and also because they require to be largely corrected to allow for hoarding, melting, etc. The following figures, however, of Receipts and Issues for all Treasuries in India are instructive:—

Year.	Receipts.	Issues.	Net Issues.
	£	£	£
1901-02	553,103	786,055	232,952
1902-03	602,400	976,200	373,800
1903-04	747,400	1,407,900	660,500
1904-05	1,075,500	2,095,500	1,020,000
1905-06	1,599,400	3,028,900	1,429,500

It may also be noted that the net issues for all the Currency offices and Treasuries combined have risen from ·9 millions in 1901-02 to 2·7 millions in 1905-06.

The Government of India are now obtaining more detailed information of the circulation of sovereigns; and although no comparison with previous periods can yet be instituted, the following selections from figures which have been obtained for the last quarter of the calendar year 1906 will interest your Committee. During those three months, four large banks—two Presidency Banks, one of the chief Exchange Banks and an important Mofussil bank—paid 230,750½ sovereigns over the counter, at their head offices and branches together. In the same quarter, the Telegraph offices throughout India received 7,037 sovereigns and 203 half sovereigns from the general public. The head and larger Sub-Post Offices throughout India received 284,233 sovereigns from the public, and paid out 255,452 sovereigns. And the total receipts and issues on the railways for the same period amounted to 203,181 sovereigns and 2,897 half sovereigns.

5. The second suggestion of your Committee is that further additions to the Gold Standard Reserve should be held in liquid form in India instead of being invested in gold securities. The Government of India have given repeated and anxious consideration to similar proposals in the past; and they are unable to appreciate the advantages which would follow the adoption of the suggested change in their policy. The object of holding liquid gold in India is generally described as being the maintenance of public confidence in the stability of exchange. It is also argued—and apparently this is the view of your Committee—that an emergency which might call for the use of the gold reserve would probably have had the previous effect of seriously depreciating the market for gold securities, so that the reserve could not be brought into action without a serious loss on the sale of its investments. Against the second of these hypothetical considerations, it is necessary to set the fact that a large holding in liquid gold would mean a serious permanent retardation of the growth of the Reserve; the interest on the investments being at present a material factor in its growth. If there were any certainty that a fall in exchange would be simultaneous with a marked depreciation in the value of gold securities in England, there might be justification for accepting a permanent loss of interest. There is no necessity at present, however, to prepare for such a combination of circumstances; and there is no reason to assume that the employment of the gold reserve would necessarily involve a large and sudden realisation of its securities. The accumulation of gold in England is intended to enable the Secretary of State to meet his obligations when exchange falls so seriously that it would be inadvisable for him to replenish his treasury solely by the ordinary process of selling Council drafts on India. It is inconceivable that the sale of Council drafts could suddenly and totally cease for any appreciable period. Their restriction would ordinarily tend to strengthen exchange; and the assistance to be taken from the gold reserve would be gradual and foreseen.

6. The further suggestion that the uninvested portion of the reserve should be held in India does not in any way commend itself to the Government. The true line of defence, from a purely monetary point of view, against a fall in exchange is the strength of the Government's gold position in England; and to dissipate its

gold reserves would make for weakness. Even if gold is ever required, as some writers consider probable, to drain off a redundancy of rupees, it would be taken for the purpose of export; and the offer by Government of bills on London would be at least as effective, in such an emergency, as the offer of gold in India.

At present, the Paper Currency Reserve holds in India a supply of sovereigns which varies normally between 3½ and 5 millions sterling. This, together with a smaller floating stock in the treasuries, is found in practice to be sufficient to meet the public demand for gold for circulation, and, as explained above, the reserves in England form, in the opinion of the Government, the best practical guarantee for the permanence of the gold standard.—I have, &c.,

J. S. MESTON,

Secretary to the Government of India.

ADDITIONAL FUNDS FOR PURCHASE OF ROLLING STOCK

CHAMBER OF COMMERCE,

BOMBAY, 11th July 1909.

No. 587 of 1907.

The SECRETARY to the GOVERNMENT of INDIA,

FINANCE DEPARTMENT,

Simla.

SIR,—I am instructed by my Committee to address you with reference to information that has been published, that the Railway Board is to receive another million sterling this year for the purchase of Rolling Stock, and that this amount will be taken from the profits on coinage accruing this year which otherwise would have gone to swell the investments in the Gold Standard Reserve.

2. Although a further increase of Rolling Stock is most necessary, my Committee cannot but view with very grave apprehension the decision just arrived at that, as stated on the 9th instant in the House of Commons by the Right Honourable the Secretary of State for India, the funds for this purpose are to be provided from the profits on coinage. These, it has always been understood, as

recommended by the Indian Currency Commission of 1898, were not to be diverted to any channel other than that of the Gold Standard Reserve, which was formed to guarantee our Silver Rupees on the basis of an exchange of 1*s.* 4*d.*; and although a fairly large sum has been accumulated and invested for this purpose, my Committee do not consider that a point has yet been reached which guarantees absolute safety as regards the currency, or which would warrant even a temporary cessation of payments to the fund from the only source from which it can be augmented.

3. The question of diverting payments from the Gold Standard Reserve is not one, it appears to my Committee, that should be considered merely from the point of view of the position at the moment being satisfactory, and of there being no likelihood for the present of the Fund already invested being brought into use. It is, they hold, a fund which guarantees the determination of the Indian Government to maintain the gold value of the Rupee, and this being so it seems to my Committee as only too likely that any deviation from this purpose and the uncertainty that will always afterwards exist even after the reserve has reached £25,000,000 that a further large sum may be allocated at any time, and locked up in investment which are not liquid, will cause the public, not only in this country but in England also, to regard the currency policy of Government as on too unstable a basis; and if this should be so, confidence in the future may be shaken and the loss of credit to the country would become a very serious matter. My Committee do not propose at this juncture to deal with the possibility of further allocations from this fund after a total of £25,000,000 has been reached for any object which may appear to Government of an urgent nature. They merely desire to point out that the Gold Standard Reserve Fund was formed for a definite object, and that until the invested portion of this Reserve has reached a very much larger figure there should, in their opinion, be no attempt on the part of Government to divert funds for other purposes, however urgent such purposes my be.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 4444-A.

GOVERNMENT OF INDIA.

FINANCE DEPARTMENT,
SIMLA, the 16th July 1907.

The CHAIRMAN,
CHAMBER of COMMERCE, BOMBAY.

SIR,—I am directed to acknowledge the receipt of your letter No. 587, dated the 11th July 1907, regarding the decision that the Railway Board is to receive another million sterling this year from the profits on coinage for the purchase of Rolling Stock, and to say that it will be submitted for the consideration of the Government of India.—I have, &c.,

A. YUSUF ALI,
Offg. Under-Secretary to the Government of India.

No. 4927-A.

GOVERNMENT OF INDIA,

FINANCE DEPARTMENT,
SIMLA, the 8th August 1907.

To the SECRETARY,
CHAMBER of COMMERCE, BOMBAY.

SIR,—I am directed by the Governor-General in Council to reply to your letter of July 11th, in which the Committee of the Bombay Chamber of Commerce criticize the decision of the Government to take from the profits on coinage accruing this year the additional million sterling which it is proposed to spend on the purchase of rolling stock. The exact decision was that, from the beginning of the current financial year and until the sterling investments of the Gold Standard Reserve reach a total of £20,000,000, the profits on coinage, which have hitherto all been invested in sterling securities, shall be so invested in the future to the extent of one-half only, the other half being appropriated for railway capital expenditure, and that the whole of the interest on the investments will continue to be invested in sterling securities as hitherto.

2. The Gold Standard Reserve was constituted in order to provide a fund to be used in time of need to prevent exchange from falling below 1*s.* 4*d.* per rupee: before its formation other measures having the same object, such as the accumulation of a stock of gold, had been adopted, and the establishment of the Gold Standard

Reserve was in addition to those previous measures, and not in substitution for any of them. It was decided that all the profits on coinage should be invested in sterling securities, to be sold out in the event of it being necessary to combat a tendency towards a fall in exchange. Hitherto no specific limit has been fixed for the amounts of the sterling investments: but it has for some time past been recognized that the investments ought not to continue indefinitely, and that they should cease when the amount shall be considered, in combination with the effect of the other measures adopted for the support of exchange, to be sufficient to secure with all reasonable safety the object for which the fund was created.

3. The Government of India gather from your letter that the Committee of the Chamber of Commerce accept as correct the description of the nature and scope of the fund given in the preceding paragraph. The only point of difference between the Chamber and the Government is on the question whether or not the limit mentioned has been reached. Your Committee state that they 'do not consider that a point has yet been reached which guarantees absolute safety as regards the currency." The Government of India entirely agree with the Chamber that the question should not be considered merely from the point of view of the position at the moment being satisfactory and of there being no likelihood of the fund being at present brought into use, and they accept your description of the fund as one "which guarantees the determination of the Indian Government to maintain the gold value of the rupee." The mention of the sum of £25,000,000 in your letter is not explained; but it is surmised that the Chamber consider that to be the point beyond which investments need not be continued: if that is so, the Government of India find difficulty in understanding the references made in your letter to uncertainty connected with further allocations from the fund after that total is reached.

4. I am directed to invite the attention of the Chamber to the references to the subject made in the Budget Debate by the Hon'ble Mr. Gokhale, the Hon'ble Mr. Finlay and the Hon'ble Mr. Baker. Mr. Baker in his speech said that "the time is approaching when it will be necessary to consider whether any, and if so, what limit should be put on the amount of the invested portion, and this question we shall take up without delay. Until that has been done, it will be premature and possibly embarrassing to make any public

declaration of policy." Since this statement was made, the question has been under consideration by the Government of India and the Secretary of State; and it was referred by Mr. Morley for the opinion of the Committee recently appointed to deal with Railway finance, of which Sir D. Barbour is a member. The conclusions arrived at were that ample provision for maintaining the value of the rupee already exists; that, in view of present trade conditions, of the amount of the sterling securities held in the Gold Standard Reserve, and of the amount of the gold in the Currency Reserve and in the Treasuries, any danger of a fall in exchange is illusory; but that, as the question is one which cannot be determined with mathematical precision and as there is room for difference of opinion, one-half of the future profits on coinage shall continue to be invested in sterling securities until the total of the investments amounts to 20 millions sterling.

5. In explanation of these conclusions I am to invite the attention of the Chamber to the fact that the investments of the Gold Standard Reserve are not the only provision which the Government of India have made for use in the event of it being necessary to check a tendency to a fall in exchange. The Government also hold in the Currency Reserve and in the Treasuries a large stock of sovereigns. These amount now to over £10,000,000, and that stock of gold is equally available for the purpose of preventing a fall in exchange, notwithstanding that it might be brought into operation in a different manner from the Gold Standard Reserve itself. The amount of the sterling investments of the Gold Standard Reserve is nearly £13 millions. The Government have therefore available for the purpose of combating a fall of exchange a sum of about £23 millions. It has been held by good authorities that the sum of £20 millions is enough to give a reasonable guarantee of safety against the risk of a fall in exchange. The provision already made exceeds this amount by about three millions. In view, however, of the fact that there is room for difference of opinion as to the exact amount of the limit, and as it is better in so important a matter to err on the side of caution, the Government decided to continue the investments to the extent of half the future profits on coinage until the amount in the Gold Standard Reserve alone reaches £20 millions. When that limit is reached the total provision against the risk under consideration will amount to about £30 millions, if the stock of sovereigns remains at its present level.

6. In conclusion I am directed to say that in ordinary circumstances the Government of India would not have adopted the decision above described without first publishing their proposals and inviting the comments of Chambers of Commerce and other public bodies. To have adopted this course on the present occasion, however, would have involved consequences which, it is believed, could not have commended themselves to the commercial public. The urgent demands for additional rolling stock had led the Government of India to recommend to the Secretary of State that a large expenditure should be incurred in the next few years on the purchase of wagons, in addition to the amounts provided in the railway programme published with the Financial Statement. The Secretary of State accepted the Government of India's view as to the urgency of this expenditure, and sanctioned an extra allotment of one million for this purpose in the current year. The state of the London money market, however, rendered it inexpedient to raise that amount by sterling borrowing. It was therefore necessary either to postpone the increased expenditure on wagons or to dispense with the consultation of public opinion in India on the question of the use of the Gold Standard Reserve, because of the delay which would have been involved. The decision was to accept the latter as the lesser of the two evils.

7. I am directed to express a hope that the Bombay Chamber of Commerce, in view of the explanations given in this letter, will come to the conclusion that the decision which they criticise will not involve the evil results which they fear.—I have, &c.,

J. S. MESTON,
Secretary to the Government of India.

CHAMBER OF COMMERCE,
BOMBAY, 20th August 1907.

No. 767 of 1907.

The SECRETARY to the GOVERNMENT of INDIA,
FINANCE DEPARTMENT,
Simla.

SIR,—I beg to acknowledge the receipt of your letter No. 4927-A. dated Simla, the 8th August 1907, regarding the Gold Standard

Reserve Fund; and to thank you for the courteous and interesting explanation you have been good enough to afford this Chamber as to the recent attitude of Government in this matter.

2. The allusion to a sum of 25 millions in my letter of the 11th of July was not meant to indicate a limit beyond which this Chamber considers that investments need not be continued, for on this point my Committee have not yet expressed an opinion. The figure referred to was taken from a telegram issued by Reuter on the 9th of July detailing the Secretary of State's reply to Sir Edward Sassoon, who had asked a question on this subject.

3. From the 6th paragraph of your letter I note that had time permitted, the Government of India would have published their proposals and would have invited the comments of Chambers of Commerce and other public bodies on the step that has recently been taken. The urgent demands for additional rolling stock are admitted, and the Chamber notes that the state of the London money market rendered it inexpedient to raise the amount required by sterling borrowing. This remark opens up, however, the question of the financial policy of Government as regards the railways of this country, but on this point my Committee do not propose to make any comments at the present time. They quite appreciate the reasons which influenced Government in their action, but at the same time they feel, as pointed out in my last letter, that in not taking the general public into their confidence they have created a feeling of distrust in their financial policy, which is to be regretted.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX C-1.

INDIAN ARMS ACT, 1878.

BIRMINGHAM CHAMBER OF COMMERCE (INCORPORATED),
VICTORIA SQUARE, 24th November 1906.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—By direction of the Council of this Chamber I beg to send you herewith copy of a report with reference to the recent prohibition order issued by the Government of India under the Indian Arms Act, 1878.

I am instructed to ask you to be kind enough to lay the report before your Council and to express a hope that they will be able to see their way to make representations to the Government of India in favour of such an amendment of the order as will at any rate lessen the loss which will inevitably be suffered by Birmingham Gun-makers if the order continues in force in its present form—
I am, &c.,

G. HENRY WRIGHT,
Secretary.

BIRMINGHAM CHAMBER OF COMMERCE (INCORPORATED).

REPORT OF THE GUN & AMMUNITION TRADE SECTION TO BE PRESENTED TO THE COUNCIL ON THE 21ST NOVEMBER 1906.

INDIAN ARMS ACT.

The Section have considered the terms of a notification by the Indian Government, dated 11th September last, amending in accordance with the provisions of Sections 17 and 27 of the Indian Arms Act (XI of 1878) the notification No. 518 of the 6th March 1879 as amended by subsequent notifications. The present notification

provides that no license will be granted for the importation of any rifles of ·303 bore or rifles of ·450 bore by sea or river or land into British India. Previously the prohibition only applied to rifles of those bores of the Martini-Henry pattern. The notification also provides that the prohibitions and directions contained in Sections 13 to 16 of the Indian Arms Act of 1878 relating to the possession of fire-arms shall be extended to "Rifles of ·303 or ·450 bore and balled ammunition which can be fired from such rifles," instead of only "rifles of ·303 bore of rifles of ·450 bore of the Martini-Henry pattern if such rifles have been imported into British India subsequently to the 20th February 1901, without the special sanction of the Government of India and balled ammunition which can be fired from rifles of the bores and pattern aforesaid." At the same time provision is made that no prohibition or direction contained in the abovementioned sections (Nos. 13-16 of the Indian Arms Act, 1878, shall apply to persons in possession of rifles of ·303 bore or ·450 bore which have been lawfully imported into British India before the date of the notification.

In the opinion of the Section this new rule of the Indian Government will seriously dislocate the considerable and legitimate trade which has been carried on between this country and India, particularly in relation to the double barreled sporting rifle of ·450 bore which was expressly designed and is most suitable for the Indian market Manufacturers and others holding stocks for these weapons will inevitably suffer loss, much of which might be avoided if the regulations were somewhat amended. The Section therefore recommend (1) That a letter be addressed to the Secretary of State for India, requesting him to receive a deputation on the subject; (2) that Mr. W. H. Hughes and Mr. W. L. Powell be appointed delegates to attend such deputation; (3) that the co-operation of the London Chamber of Commerce and the Gun Trade Associations of Birmingham and London be invited in connection therewith; and (4) that the Chambers of Commerce of Bombay, Calcutta, Karachi and Madras be asked to make similar representations to the Government in India.

W. H. HUGHES,
Chairman.

BIRMINGHAM, 14th November 1906.

CHAMBER OF COMMERCE,
BOMBAY, 18th January 1907.

No. 44 of 1907.

The SECRETARY to the GOVERNMENT of INDIA,
HOME DEPARTMENT,
Calcutta.

SIR,—The attention of the Committee of this Chamber has been called by the Birmingham Chamber of Commerce to the Government Notification under the Indian Arms Act of 1878, dated 11th September 1906, imposing restrictions on all rifles of ·450 bore, irrespective of the sizes of the chambers, and on all ammunition that could be fired from weapons of this class.

The restrictions imposed on the 15th July 1899 in respect of rifles of ·303 and ·450 bore of the Martini type have practically put an end to the sale of those particular rifles, and the demand for them has ceased to exist. The new rules will, it is believed, have a similar effect on the sale of the ·450 bore Express rifles. In these circumtances my Committee are of opinion that the summary nature of the Government orders will entail severe loss on all manufacturers of such rifles and cartridges, as they will be unable now to cancel their English orders, or remuneratively dispose of their stock in hand in this country.

In considering the situation, my Committee cannot but feel that it will be a great hardship to the manufacturers and dealers if the new order continues in force in its present form. They would therefore respectfully suggest that in the interests of legitimate trade the said Notification be suspended from operation for a reasonable period, say 4 to 6 months, so as to enable the gun trade to adjust itself to altered conditions, and thus somewhat lighten the loss entailed by the extinction of the class of rifle in question.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 18th January 1907.

No. 53 of 1907.

The SECRETARY to GOVERNMENT,
POLITICAL DEPARTMENT,
Bombay.

SIR,—By direction of my Committee I beg herewith to submit, for your information, a copy of a letter addressed by this Chamber to the Government of India, regarding the prohibition order issued by Government, dated the 11th September 1906, under the Indian Arms Act, 1878.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 18th January 1907.

No. 52 of 1907.

THE CHAIRMAN,
BIRMINGHAM CHAMBER of COMMERCE (INCORPORATED),
Birmingham.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 24th November last, together with a copy of a report referring to the recent prohibition order issued by the Government of India under the Indian Arms Act of 1878.

In reply I beg to send you herewith a copy of a letter on the above subject, addressed by this Chamber to the Government of India.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

GOVERNMENT of INDIA,
HOME DEPARTMENT (PUBLIC),
CALCUTTA, 22nd February 1907.

No. 512.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—In reply to your letter No. 44, dated the 18th January 1907, I am directed to forward a copy of the Home Department Resolution No. 454-466, dated the 14th February 1907, from which it will be seen that the Government of India have, while adhering to their decision to stop the importation of all rifles of ·450 bore, decided to permit the importation of sporting rifles of this bore up to the 1st May 1907, on production of the necessary evidence that the rifles had been *bonâ fide* ordered by persons belonging to the exempted classes and were actually in course of manufacture to their order on the 11th September 1906.—I have, &c.,

G. FELL,
Deputy Secretary to the Govt. of India.

GOVERNMENT OF INDIA,
HOME DEPARTMENT (PUBLIC),
CALCUTTA, 14th February 1907.

Nos. 454-466.

RESOLUTION.

By the Home Department Notification No. 2165, dated the 11th September 1906, certain amendments were made in the Home Department Notification No. 518, dated the 6th March 1879, with which were published the rules under the Indian Arms Act, XI of 1878. The effect of these amendments was that, whereas formerly the importation of rifles of ·450 bore and Martini Henry pattern only was prohibited, the importation of all rifles of ·450 bore, irrespective of

the action or of the size of the breech, became illegal after the 11th September 1906. Subsequently, it was pointed out that these orders entailed hardship upon persons who had actually exported such rifles from England but had not landed them in India prior to the date of this notification, and it was accordingly decided to postpone the operation of the rule until the 27th October 1906.

2. Since that date, however, a number of applications have been received for special permits to import such rifles, the applicants representing that they had ordered the weapons in England some time previous to the issue of the notification of the 11th September 1906, in ignorance of the intention to prohibit their import in future. The Government of India recognise that in such cases the order may have caused hardship, and in a number of instances they have granted special permits for the importation of the weapons.

3. Numerous representations have now been received from manufacturers and dealers in arms and ammunition both in India and in England. It is pointed out that the orders prohibiting absolutely the importation of sporting rifles of ·450 bore will cause heavy loss to all firms connected with the trade in arms and ammunition in India, and to manufacturers of arms and ammunition in England who have laid down machinery for turning out ·450 rifles and ammunition; and will also impose a very serious restriction on Indian sportsmen who are now in possession of sporting weapons of this calibre, and who will be unable in the future to obtain ammunition for them. The Government of India consider it desirable in the first place to remove a misapprehension regarding the sale of ammunition to persons in India who are already lawfully in possession of sporting, ·450 bore rifles. Although it has been decided to prohibit the direct importation by such persons of ammunition for these rifles, there is no intention of interfering with the provision in rule VI (11) of the rules under the Arms Act, under which a local Government may grant licenses to selected dealers to hold a limited amount of ammunition for rifles of the prohibited bores upon certain conditions. This rule will shortly be amended so as to include ammunition for rifles of the ·450 bore other than those of the Martini Henry pattern. It will, therefore, still be possible in future for exempted persons possessing such rifles to obtain ammunition for them from selected dealers in India.

4. With reference to the other representations put forward by members of the gun trade, the Government of India recognise that their recent orders prohibiting absolutely the importation of rifles of ·450 bore may have caused hardship and loss to the trade as well as to individuals who ordered such rifles prior to the issue of the recent notification. While adhering, therefore, to their decision to stop the importation of all rifles of ·450 bore, they have decided to accept in part the suggestion made by the London Chamber of Commerce, *viz.*, to permit the importation into India for a reasonable period of rifles in respect of which the manufacturers can furnish absolute proof that they were actually in course of manufacture on the 11th September 1906.

5. In pursuance of this decision, the Governor-General in Council is pleased to make the following rules regarding the importation of such rifles. Gun dealers and manufacturers in India may apply to the local Government for special permits for the importation of all rifles of the prohibited bore which were *bona fide* ordered and were actually in process of manufacture prior to the 11th September 1906 by persons of the exempted classes resident in India. Such applications must be supported by the necessary documentary evidence and must be submitted before the 1st of May next, after which no applications will be received. The local Governments will forward the applications to the Government of India with whom will rest the decision as to whether permits shall be granted or not.

6. The Secretary of State for India will at the same time be asked by telegram to inform gun dealers and manufacturers in the United Kingdom that applications may be forwarded to him, so as to reach him before the 1st of May next, for permits to import into India rifles of the prohibited bore which have been ordered direct from them either by exempted persons resident in India or by exempted persons now in England who intend to import them into India when completed. Similar evidence will be required by the Secretary of State as to the *bona fides* of the order and as to the fact that the rifle was actually under construction on the 11th September 1906. The Secretary of State will be asked to forward all such applications received up to the 1st of May next to the Government of India, who, if satisfied as to the genuineness of the order, will issue special permits for their import. No application for the import of a rifle of

·450 bore will be received or attended to after the 1st of May 1907 on which date the prohibition will become absolute.

ORDER.—Ordered that a copy of this resolution be forwarded to all local Governments and Administrations for information and guidance, and that a copy be sent also to the Army Department and the Foreign Department for information.

H. H. RISLEY,
Secretary to the Government of India.

APPENDIX C-2.

REGISTRATION OF PARTNERSHIPS.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 12th February 1907.

No. 298 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—In continuation of previous correspondence, ending with your letter, dated 11th May 1904 I am now directed to hand you the accompanying copies of the marginally noted papers upon this question.

1.—Letter dated 23rd January 1907, from Messrs. Orr, Dignam & Co. with Counsel's opinion.
2.—Draft Act.

2. You will observe the changes which have been made in the Bill, and also the remarks of Counsel with reference to them. I am now to invite you to consider the Bill as thus amended, and to favour the Committee with an expression of your views upon it. The delay which has occurred in promoting the Bill has been due to the difficulties arising in connection with the Hindu joint family system. To enable these difficulties to be further discussed, the Government of India remitted the Bill back to the Committee, who have consulted the different Hindu Associations and public bodies here concerning them. The amendments which are now proposed have resulted from these discussions.—I am, &c.,

W. PARSONS,
Secretary.

STANDARD BUILDINGS,
DALHOUSIE SQUARE,
CALCUTTA, 23rd January 1907.

No. 1845-L.

W. PARSONS, Esq.,
SECRETARY, BENGAL CHAMBER of COMMERCE,
Calcutta.

DEAR SIR,—We now beg to hand you with this copy of Counsel's opinion regarding this matter, with a print of the Bill as revised by them. Counsel's alterations and additions are shewn in red ink. We also return for reference the various documents which you have from time to time sent us regarding the matter, as per the accompanying list, receipt of which kindly acknowledge.

When acknowledging this letter, kindly send us your cheque for 30 Gold Mohurs—Rs. 510, being the fees payable (15 G. Ms. each) to Counsel.—We are, &c.,

(Sd.) ORR, DIGNAM & CO.

OPINION.

We have revised the Bill that has been sent to us after having carefully compared it with the English Bill for the registration of firms and with the various Acts regulating the registration of partnerships in the various states of the Australian Commonwealth and of the Province of Onterio.

We have kept to the form of the Bill as originally drawn inasmuch as it had been considered and practically adopted by the various Chambers of Commerce in India, and the alterations and additions we have made do not in any way affect the main lines on which the Bill was originally drawn and are in our opinion an improvement upon the Bill as sent to us.

We are fully cognizant of the fact that the future working of the Bill will reveal many defects that we have been unable to detect and provide for now, but we are hopeful that the passing into law of

some such measure as this will greatly facilitate the prosecution of suits and claims against firms and partnerships in India and will diminish some of the difficulties which a decree-holder has to contend with at present in executing his decree.

(Sd.) ST. JOHN STEPHEN.
(Sd.) C. C. ROBINSON.

23rd January 1907.

CHAMBER OF COMMERCE,
BOMBAY, 8th March 1907.

No. 215 of 1907.

MESSRS. CRAIGIE, LYNCH & OWEN,
Bombay.

DEAR SIRS,—I am directed to forward for your consideration a copy of "An Act for the Registration of Partnerships" with accompaniments. My Committee will be obliged if you will be so good as to favour them with your views on the alterations in the Act, read in conjunction with the Chamber's letter to the Government of India in 1904. A copy of the Annual Report for the above year is herewith sent, and the letter referred to will be found therein on pages 340 to 347.

In conclusion, my Committee will be glad if you would kindly let them know should you desire Counsel's opinion in the matter.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

Accompaniments:

Letter from Bengal Chamber.

Letter from Messrs. Orr, Dignam & Co.

Chamber's Annual Report, 1904.

BOMBAY, 26th April 1907.

J. B. LESLIE-ROGERS, ESQ.,

SECRETARY, CHAMBER OF COMMERCE,

BOMBAY.

DEAR SIR,—Referring to your letter of the 8th of March, we now beg to say that we have perused and carefully considered the copy of the Act for the registration of Partnerships with its accompaniments which you sent to us and we have also perused the Chamber's letter to the Government of India in 1904 on pages 340 to 347 of the Annual Report of the Chamber for that year, and we proceed to state our views, as requested, on the alterations in the Act and also on one or two portions of the Act which have not been altered.

We think the more convenient plan will be for us to deal with the various points in the order in which they occur in the Act and we shall adopt that plan accordingly.

SECTION 2.

The alteration in this Section is, we think, open to objection. As the Section now stands, the section would not apply to partnerships formed in India, and, in fact, it is difficult to see to what partnerships it would apply except to partnerships formed in England. The Act is not to apply to any partnership constituted in any British Dependency. India is a British Dependency and therefore it would not apply to partnerships constituted in India. This of course cannot be intended but it seems to be the effect of the alteration as it stands. Further, the Act is not to apply to any partnership constituted in any British Colony or foreign country, but we see no reason why a partnership constituted outside British India but carrying on business within British India should not be registered in the same way as a partnership constituted within British India. It is in fact in some ways more important that full information should be obtainable about partnerships whose Head-quarters are not in India than it is with regard to partnerships whose Head-quarters are in India.

We think that the words struck out in red ink should not be restored but that everything which has been added in red ink should be deleted.

SECTION 3.

In the interpretation of the words "Firm or partnership" the word "single" is an ambiguous word. We would suggest that the word "single" should be deleted and that after the word "business" the following should be inserted : "without any partner."

The following words "under a name or names other than his own or under any other designation" do not seem to us to convey the sense intended. As the sentence stands the words "under any other designation" would include a style consisting of traders own name alone. This is evidently not intended. We suggest that the following words "under a name or names other than his own or under any other designation" be deleted and that the following be substituted "under any style other than his own name alone."

We suggest that after the words "Hindu family" the remaining words which have been added in red ink should be deleted and that the following should be substituted therefor "which, as a family, "has any share or interest in any firm or partnership, or which "carries on by itself a family business, every male member of that "family."

With regard to this last suggested alteration we beg to draw your attention to our remarks on Section 9.

SECTION 6 (D).

The Chamber, when it had the Act before it on a previous occasion, objected to compulsory registration of the nature of the business of any firm or partnership on the ground that it would be very difficult and inconvenient if not impossible to carry such provision into effect. We think there is a great deal of force in the remarks made by the Chamber. There is however a very great deal to be said on the other side of the question. It is very desirable that the public should be able to ascertain whether any transaction which a firm or partnership proposes to enter into comes within the scope of the business of that firm or partnership, but unless the Act contains something in the form of Section 6 (D) it will be impossible to ascertain this.

We think that registration of the nature of the business should be optional and not compulsory. The result of this would be that a firm which did not register the nature of its business would be liable for any transaction of any sort or kind which might be entered into by any of its partners in the name of the firm. This is not a result which the majority of firms would desire, and the consequence would be that almost every firm if not every firm would register the nature of its business. We do not think that there would be much difficulty in doing this. General and comprehensive words might be used which would cover every sort of transaction coming within the legitimate scope of any particular business and yet exclude business which was of a totally different character. If there should be a doubt whether any particular transaction came within the business entered on the register nothing would be more easy than to amend the register by adding words which would include the particular transaction in question.

We would therefore suggest that (D) should be deleted and that after (F) the following should be inserted:

"6 A. The members of any firm or partnership may register the nature of the business of the said firm or partnership and in every case in which the nature of the business of a firm or partnership shall have been registered the scope of the business of such firm or partnership shall be deemed to be limited to the business of which the nature shall have been so registered."

"6 B. The members of any firm or partnership who shall have registered the nature of the business of such firm or partnership under 6A may from time to time amend such registration either for the purpose of curtailing or for the purpose of extending the scope of such business."

SECTION 7.

The first part of this Section seems to the present writer to be outside the scope of the Bill. It professes to deal with the responsibility of a partner. That responsibility, however, should, it seems to us, be determined by the general law of partnership and not by this Act which is intended to relate only to the registration of partnerships.

Moreover the responsibility does not seem to us to be accurately defined. The responsibility, as the Section now stands, is said to remain until the partner's name shall have been removed from the register, or in the event of any dispute between him and his co-partners until notice or disclaimer by him shall have been entered in the register. The natural inference from this language would be, it seems to us, that so soon as the partner's name should have been removed from the register or so soon as the notice or disclaimer abovementioned should have been entered in the register, the responsibility of the partner would cease. This however cannot be intended. It must, we think, be intended that the responsibility of the partner should continue as to all past transactions entered into during the time that he was a partner and should cease only as to future transactions entered into after his name should have been removed or the notice or disclaimer above referred to given.

We think it would be a defect in the Act to attempt in any way to deal with any part of the general law of partnership.

We would suggest therefore that the whole of the first part of Section 7 which appears in black ink should be deleted and that the amendment which we suggest below should be inserted in lieu thereof.

Before Section 7 however we think express power should be given to a partner whose name has been registered as a partner to cause his name to be removed from the register.

We first therefore suggest that after Section 6 the following should be inserted :—

"6 C. Any partner in a firm or partnership may require the registering officer to remove his name from the register of partners in such firm or partnership by delivering a notice in writing to such registering officer requiring him to do so and such registering officer shall on receipt of such notice remove the name of such partner from the register of such firm or partnership and shall enter in the register the date when such notice was received by him."

We then propose that in lieu of the first portion of Section 7 which we have suggested should be struck out (*i.e.*, the portion in black ink) the following should be inserted :—

"When the name of any person has been lawfully registered as a partner in any firm or partnership he shall be estopped from denying that he was a partner in such firm or partnership from the time when his name was entered on the register to the time when he shall have duly delivered to the registering officer a notice to remove his name from the register of such firm or partnership."

It seems to us that the object of the Act, so far as this particular Section is concerned, would be fully attained by the amendments which we have suggested. The consequences which would ensue by reason of an individual being estopped from denying that he was a partner in any particular firm or partnership is a matter which can be dealt with under the general law of partnership as it stands, and ought not to be touched in the present Act.

The addition in red ink to Section 7 should, we think, remain.

SECTION 8.

As a consequence of our above suggestions we would suggest that after the words "Section 6" the following should be inserted "and, if the said firm or partnership shall so desire, 6A."

SECTION 9.

With reference to this Section we would suggest that after the word "adult" the word "male" should be inserted and that instead of the word "such" the word "male" should be substituted. We have read very carefully the remarks of our former partner Mr. Lynch (now deceased) reported at pages 343 *et seq.* of the report of your Chamber for the year 1904 before deciding to suggest these alterations in this Section.

As the Section stands it would be necessary for every adult member of an undivided Hindu family under the circumstances in that Section mentioned whether male or female to sign the instruments or statements referred to in Section 8 of the Act.

The present writer does not think that it is necessary for the female members of an undivided family to sign. So long as there are males or a male in the family, they are not owners or proprietors, jointly with the other members of the family, of the family property, and so long as the family continues to be an undivided family and there are males or a male in it, they never can become so.

It is doubtful whether a female can at any time become an owner jointly with others of property belonging to an undivided family even if there are no males in it. If she can do so, the circumstances under which she might do so would be so extremely rare that we think they may be left out of account altogether.

The case which Mr. Lynch puts of a mother being entitled, after the death of her husband, to an equal share with her sons on partition, does not, we think, render it necessary that the instruments or statements referred to in Section 8 of the Act should be signed by the mother. The proprietor of a firm or partnership, if such firm or partnership was carried on by an undivided family alone, would be the undivided family alone and in like manner if an undivided family was interested jointly with other persons in a firm or partnership the proprietor of the share and interest of the undivided family in such firm or partnership would be the said undivided family. So long as the family remained an undivided family the mother could not be a proprietor of any portion of the family property represented by the firm or partnership or the interest in the firm or partnership. Her claim to any share therein as owner would not arise until a partition took place or until a suit for partition had been instituted; and the instant a partition took place or a suit for partition was instituted, the family would cease to be an undivided family and thereupon the firm or partnership in which the undivided family was interested, whether as sole or part proprietor, must necessarily come to an end. It obviously follows from this that the mother can never at any time, by virtue of a partition, become the proprietor of any share in a firm or partnership which might be the subject or a part of the subject of a partition because the very act which would create her interest as an owner would also cause the firm or partnership to come to an end.

We think there would be great objection on the part of Hindus to obtain the signatures of the female members of their family to the instruments or statements referred to in Section 8 of the Act; and we think there is no necessity for them to sign them as it seems to us that the object of the Act will be, for all practical purposes, attained if the male members alone of the family are required to sign.

SECTION 13.

We suggest that after the word "adult" in the red ink alteration in this section the word "male" should be inserted.

We also suggest that at the end of the red ink alteration the following words should be added:

"Or if there shall be no such adult male member, by the legal or natural guardian of any minor male member of such family already registered as such."

SECTION 17.

As a consequence of the alterations we have suggested above, we suggest that in this section the words "or objects" should be struck out and that after the words "to be registered" the following should be inserted:

"Or in the objects of a firm or partnership which may be registered under this Act."

We are of opinion that it is very desirable that the Act should be laid before Counsel for his advice before the same is returned.—We are, &c.,

CRAIGIE, LYNCH & OWEN.

CHAMBER OF COMMERCE,
BOMBAY, 2nd May 1907.

No. 368 of 1907.

MESSRS. CRAIGIE, LYNCH AND OWEN,
Bombay.

DEAR SIRS,—I am directed to acknowledge with thanks your letter of the 26th April on the question of the Registration of Partnerships; and I am to say that my Committee concur with you in

desiring that the Act should be laid before Counsel for his opinion and advice before any further action is taken.

With this object in view I beg to return herewith the file comprising the correspondence on the subject, and will be obliged if you will kindly approach Counsel as early as possible.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY 1st June 1907.

J. B. LESLIE-ROGERS, ESQ.,
SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—Referring to your letter of the 2nd of May, No. 368 of 1907, we beg herewith to send you a copy of the Advocate-General's opinion on the draft of this Bill.

We also send you herewith a copy of the draft bill showing therein the alterations made in Calcutta which are in red ink, those made by us which are in green ink, and that of the Advocate-General which is in violet ink.

We beg herewith to return the file of correspondence on the subject and the copy of the report of the Chamber for the year 1904 sent to us with your above letter, receipt of which please acknowledge.—We are, &c.,

CRAIGIE, LYNCH & OWEN.

30th May 1907.

OPINION.

I have considered the Draft Act together with the remarks of Messrs. Craigie, Lynch and Owen in their letter of the 26th of April 1907, and I find myself so entirely in accord with them that I am unable to suggest any alteration in the draft as amended by them.

The question raised by a member of the Chamber in his minute of the 29th of March as to the advisability of allowing unregistered firms to sue for small debts, is one which I think is of considerable practical importance, and if an exception in such cases is not introduced into Cl. 18, I think the measure will work hardship and cause much unpopularity amongst those who supply the lower classes with the necessaries of life. A saving clause in Section 18 excepting suits for sums not exceeding Rs. 150 from the scope of the Section would probably meet the necessities of the case. I have suggested on page 54 of this Brief certain words underlined in red which I think would be suitable.

B. SCOTT.

CHAMBER OF COMMERCE,

BOMBAY, 4th July 1907.

No. 561 of 1907.

The SECRETARY, BENGAL CHAMBER of COMMERCE,

Calcutta.

DEAR SIR,—Referring to previous correspondence on the subject of Registration of Partnerships, I am now directed to send you a copy of the proposed Act with various amendments which my Committee think should be made in it. I am also to add that they much regret the unavoidable delay caused by the necessity of having to consult our Solicitors and obtain Counsel's opinion in the matter.

You will observe that the copy which I send you contains alterations in red ink, in green ink, and in purple ink. The alterations in red ink are the alterations which were suggested by your Chamber. The alterations in green ink are the alterations which have been suggested by the Solicitors of this Chamber, and have been approved of by our Advocate-General (Mr. Scott) who was consulted by this Chamber; and the alterations in purple ink (with the exception of the one alteration in that colour in Section 18 of the Act) are further alterations which this Chamber deemed it advisable to make after the Act had been settled by the legal advisers of the Chamber. The one alteration in purple ink in Section 18 of the Act is the alteration suggested by the Advocate-General in his opinion.

My Committee think that the shortest and best way of explaining the reasons why these alterations are deemed desirable will be to send you a copy of the letter of the Solicitors of this Chamber to me, dated the 26th of April 1907, in which the matter is fully gone into; and also a copy of the opinion which the Advocate-General gave when the Act containing the amendments suggested by the Solicitors of the Chamber was submitted to him, which opinion is dated the 30th of May 1907, and I accordingly send you herewith a copy of that letter and of that opinion. I may here add that our Solicitors advise that the views of the native community should be obtained on this Act, and more especially as to its application on the Joint Hindoo Family, prior to any further action being taken in the matter.

In conclusion, I am directed by my Committee to say that subject to the further alterations in purple ink which, as above mentioned, my Committee have suggested, they entirely approve of the alterations which have been suggested by the legal advisers of the Chamber, and are likewise in complete accord with the reasons for those alterations.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 29th October 1907.

No. 1679 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

1. Letter No. 1678 of 1907, dated 29th October 1907, from the Bengal Chamber of Commerce to the Government of India, Home Department, with
2. Copy of a revised draft Bill and
3. Copy of original Bill.

DEAR SIR,—With reference to previous correspondence, ending with your letter, dated 4th July 1907, I am now directed to forward, for your information, copies of the marginally noted papers upon the question of registration of partnerships.

2. You will observe that the measure has been revised by the legal advisers of this Chamber, and has now been re-submitted to the Government of India. Should the Government decide to attempt legislation, all interested will, of course, have ample opportunities of offering such further objections and criticisms as they may consider to be necessary. This being so, and seeing also that there has been such great delay in connection with the question, the Committee did not think it advisable to consult the Chambers again before submitting the Bill to Government. You will be, they hope, in agreement with this course of action.—I am, &c.,

D. K. CUNNISON,
Assistant Secretary.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 29th October 1907.

No. 1678 of 1907.

The SECRETARY to the GOVERNMENT of INDIA,
HOME DEPARTMENT.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to advert to the correspondence ending with your letter No. 1862, dated 22nd December 1905, on the subject of the proposed registration of partnerships in India.

2. In the letter in question, reference was made to the Conference held in Calcutta on the 24th March 1905, at which the representatives of the Chamber expressed a wish to consider further the legal difficulties arising out of the proposal, especially with regard to the registration of partnerships in the case of Hindu joint families. The Government of India were good enough to express their willingness to await the result of this further consideration before taking any action.

3. It is a matter of much regret to the Committee of the Chamber that so great delay should have occurred. But, after protracted correspondence and discussion, they are at length in a position to

submit to Government an amended Bill. I attach a copy of it to this letter, and I am to say that its provisions have been determined by the legal advisers of the Chamber after examination of the points raised at the Conference, and of various suggestions and recommendations which have been made by the other Indian Chambers and mercantile associations who have been consulted. I am, however, to make it clear that these bodies are not committed to all the provisions of the Bill. But, as has been pointed out previously, there is in commercial circles throughout India a general feeling that legislation should be undertaken; and should the Government of India decide to proceed, ample opportunities will be, of course, given in the usual way to all who wish to raise objections, or to offer criticisms on points of detail. In view of this, the Committee have determined not to delay the matter further, and they accordingly venture to express a hope that its renewed consideration will now be undertaken by Government.—I have, &c.,

D. K. CUNNISON,

Assistant Secretary, *for* Secretary.

Enclosures :—

(1) A copy of the amended Bill for the registration of partnerships in India.

(2) A copy of the original Bill as submitted with Mr. Parson's letter No. 207 of 5th February 1904 to the Government of India, Home Department.

BENGAL CHAMBER OF COMMERCE.

An Act for the Registration of Partnerships.

Whereas it is expedient to provide for the registration of Firms and Partnerships from time to time carrying on any trading business in certain parts of British India;

Preamble.

It is hereby enacted as follows:—

1. This Act may be called "The Indian Partnership Registration Act, 190 ;" and it shall come into force on the day of 190

Short title. Commencement.

This Act shall apply in the first instance only to the towns of Calcutta, Madras, Bombay, Karachi, Delhi, Cawnpore, Amritsar, and Rangoon, but may be extended at any time, and from time to time, by the Local Government, to any other town, by Notification in the Local Official *Gazette*, to apply to any such town from such day as may be fixed by any such Notification.

Partnerships exempted from the operation of the Act.

2. Nothing herein contained shall apply to the case of a Firm or Partnership not having a head or branch office in British India.

Interpretation clause.

3. In this Act, unless there be something repugnant in the subject or context,—

"Partner, Partnership and Firm."

"Partner" means and includes every person who is a member of or sharer in a Partnership as defined by the Indian Contract Act, 1872, and in the case of an undivided Hindu family having a share or interest in any such Partnership or carrying on by itself a family business, every member of such family. The persons who are interested as Partners in any business are collectively called a Firm;

"Minor."

"Minor" means a person who according to the personal law to which he is subject has not attained majority;

"Registering Officers."

"Registering Officer" means the Registrars for the time being appointed under the provisions of the "Indian Registration Act, 1877," at the several towns in which this Act shall for the time being be in force, and such officers (if any) as may be appointed under the provisions of this Act for the purposes thereof;

"Register."

"Register" means the book or books kept by the Registering Officer for the purposes of this Act;

"Duly registered."

"Duly registered" includes the registration, from time to time, of every alteration or addition from time to time occurring in the constitution, membership or the general nature of the business of a Firm or Partnership required to be registered by this Act. Such alterations and additions in a Firm or Partnership shall be advertised in an English and a Vernacular Newspaper published in each town wherein the Firm or Partnership has

been carrying on business, and likewise in the *Government Gazette* of each Presidency wherein the said Firm or Partnership has been carrying on business.

Partnerships to be registered.

4. Every Firm carrying on or having a place of business in any one or more of the towns in which this Act shall for the time being be in force, and whether in existence at the commencement of this Act or coming into existence at any time thereafter, shall be registered in each of such towns where such Firm shall carry on or have a place of business.

Disclosure of alterations and additions.

5. The Registering Officer may, of his own motion or on the application of any person, require any member of a Firm or Partnership, registered under the provisions of this Act, to disclose to him all the alterations and additions in the constitution, membership or general nature of the business of a Firm or Partnership, and it shall be the duty of such member to make to the Registering Officer a full disclosure of such alterations and additions. The Registering Officer shall be deemed to be a public servant within the meaning of the Indian Penal Code.

Place of registration.

6. In the case of a Firm carrying on or having a place of business in more than one of the towns aforesaid, the particulars hereinafter required to be registered shall be first registered in whichever of such towns the said Firm shall elect, and thereupon a copy of every entry relating to such Firm, from time to time, made in the Register in such town, shall be forthwith transmitted by the Registering Officer recording the same to the Registering Officer in every other of the said towns where the said Firm is also carrying on business and is required to be registered under this Act, and shall thereupon be entered in his Register by the Registering Officer to whom the same shall be sent.

Particulars to be registered.

7. The following particulars shall be registered:—

(*a*) The full name and place of residence of each partner, and his age if a minor.

(*b*) If the business is commenced after the commencement of this Act, the date of the commencement of the Firm or Partnership business.

(*c*) The name or style, or (if more than one) the several names or styles of the Firm or Partnership and their place or places of business wheresoever situate.

(*d*) Every alteration or addition, from time to time, occurring in the constitution, membership or general nature of the business of a Firm or Partnership.

(*e*) The dissolution or cessation of a Firm or Partnership.

Registration of Partnership.

8. Whenever a Firm or Partnership shall be desirous of being registered under this Act, a written Statement containing the particulars required under Section 7 of this Act, and (except in the case of an undivided Hindu Family) signed by every adult partner, or his duly authorised agent, and by every minor partner (if any), or his legal or natural guardian on his behalf, shall be presented to the proper Registering Officer by one of the signatories, or, as the case may be, the sole signatory, of such Statement or by the duly authorised agent of such signatory.

Registration of undivided Hindu family partnership.

9. In case of a Firm or Partnership consisting of an undivided Hindu Family or wherein an undivided Hindu Family shall be a partner or partners, the Statement referred to in section 8 of this Act shall be signed by every adult member of that family or his duly authorised agent, and on behalf of every member (if any) who shall be a minor by his legal or natural guardian, and shall be presented for registration as in section 8 is provided.

Requirements previous to registration.

10. No such Statement as is referred to in sections 8 and 9 shall be registered until the execution thereof has been admitted before the Registering Officer by all the signatories, or, as the case may be, the sole signatory thereof, or their or his duly authorised agent or agents, and the Registering Officer shall have satisfied himself as to the due execution of the Statement, and as to their or his identity in the case of the signatories or signatory appearing in person, and in the case of appearance by an agent as to the validity of his authority.

Authorised agent.

11. An authorised agent for the purposes of this Act shall be a person duly authorised in that behalf by a Power-of-Attorney executed in the presence of and attested by any Registrar or Sub-Registrar appointed under this Act or under the "Indian Registration Act, 1877," or by any Court, Judge, Magistrate, or Notary Public, or representative of His Majesty or of the Government of India.

Any Power-of-Attorney mentioned in this section shall be proved by the production thereof without further proof, when it purports on the face of it to have been executed before and authenticated by the person or Court hereinbefore mentioned in that behalf.

Power to attend at place of business or residence.

12. The Registering Officer may, on special cause being shown, attend at the place of business or residence of any person in order to satisfy himself as to any matter necessary for the registration of any Firm or Partnership, or of any other particulars required to be registered by this Act, and so far as may be deemed expedient by the Registering Officer he may exercise at such place of business or residence all or any of the powers of and incidental to registration conferred upon him by this Act.

Registration of alterations in Firm, &c.

13. Every alteration in the constitution of a Firm or Partnership by the introduction, retirement, or death of a partner, and any other alteration in any other matters or particulars required to be registered under this Act, and the dissolution or cessation of a Firm or Partnership, shall be registered upon a Statement recording the same, in the same way, *mutatis mutandis*, as is hereinbefore required for registration of a Firm or Partnership, being duly presented and registered.

Provided always that in the event of the death of a partner the fact of his death may be registered on a notice in writing thereof signed by his surviving partner or partners or by, or on behalf of, his legal representative, being delivered to the proper Registering Officer or left at his office. Provided also that in the case of an undivided Hindu family any such Statement as aforesaid may be signed by any adult member of that family already registered as such.

Completion of registration.

14. When the Registering Officer is satisfied that any Statement or Notice under section 7, 8, 9, or 13 of this Act is in order, and the requirements of this Act in reference thereto have been complied with, he shall file such Statement or Notice, and shall thereupon enter in the book or books, to be kept by him for that purpose, the necessary particulars recorded in such Statement or Notice, and shall issue to the parties a certificate under his signature and seal of Office of the Registration of such Statement or Notice, and such certificate shall be conclusive evidence of the facts therein stated.

Power to sue on refusal of Registration.

15. If the Registering Officer refuses to register any Statement presented under section 8, 9, or 13 of this Act, any person claiming registration thereof, or his agent, may, within 30 days after the refusal of registration, institute in the principal Civil Court of original jurisdiction within the local limits of whose original civil jurisdiction is situate the Office in which registration is sought a suit for a decree directing registration of the Statement in such Office, provided the same be duly presented for registration within 30 days after the passing of such decree, and such registration shall take effect as if the Statement had been registered when it was first duly presented for registration.

Time for registration of Partnership.

16. Every Firm or Partnership required by this Act to be registered may be registered at any time after this Act comes into force.

Time for registering alterations.

17. Every alteration or addition, from time to time, occurring in the constitution, membership or the general nature of the business of a Firm or Partnership, required by this Act to be registered, may be registered at any time.

Effect of non-registration.

18. No Firm or Partnership required by this Act to be registered, nor any partner therein shall have power to sue or to institute proceedings in any Court on any cause of action accruing to such Firm or Partnership, after the expiration of six months from the time when this Act shall have come into force unless such Firm or Partnership shall have been duly registered at the time when such cause of

action arose. Provided nevertheless that the Court in which any such suit shall be brought or proceedings instituted may in its discretion and notwithstanding such default, allow the suit or proceedings to remain on the file on an undertaking by the person or persons in default to duly register within a time to be limited by the Court in that behalf and upon such terms as to costs and otherwise as the Court shall think fit.

Search and inspection of Registers, and supplying copies of entries, &c.

19. Subject to the previous payment of the fees payable in that behalf, the Registers kept under this Act shall be at all times open to search and inspection by any person applying to inspect the same, and copies of the entries in such Registers, and of all documents filed by the Registering Officer under the provisions of this Act, shall be furnished to all persons applying for such copies.

All copies given under this section shall be signed and sealed by the Registering Officer, and shall be admissible in evidence in any Court, or before any Judicial or Revenue Officer or other authority, for the purpose of proving the contents of the original entries and documents.

Appointment of Registering Officers.

20. The Registering Officers for the purposes of this Act shall be the Registrars for the time being appointed under the "Indian Registration Act, 1877," at the several towns in which this Act shall, for the time being, be in force, but the Local Government may, if it thinks proper, appoint other persons to be Registering Officers under this Act, and may suspend, remove, or dismiss any person so appointed, and appoint another person in his stead.

As to establishment.

21. The Local Government may, from time to time, assign such salaries as it may deem proper to the Registering Officers under this Act, or provide for their remuneration by fees, or partly by fees and partly by salaries, and the Local Government may allow proper establishments for the purposes of this Act.

Seal and Register Books

22. The Local Government shall determine what seal shall be used, and what books shall be kept, by the Registering Officers for the purposes of this Act and shall provide the same.

23. The Local Government shall have power, from time to time, to make rules consistent with this Act,

Local Government to make rules.

Providing for the safe custody of books, papers, and documents and also for the destruction of such books, papers, and documents, as need no longer be kept:

Regulating the authentication by Registering Officers of the books to be kept by them:

Regulating the forms in which entries are to be made in such books:

Declaring the particulars to be contained in the Indexes of such books:

And generally regulating the proceedings of Registering Officers.

All rules so made shall be published in the Official *Gazette*, and shall then have the same force as if they were inserted in this Act.

Fees.

24. The Local Government shall prepare a table of fees payable,—

(*a*) For the registration of Firms and Partnerships;

(*b*) For the registration of any other matter required to be registered under this Act;

(*c*) For search and inspection of Registers;

(*d*) For making or granting certificates, and copies of entries or documents;

(*e*) For attending at a place of business, or residence;

(*f*) For service of Notices;

(*g*) For transmitting copies of entries to other Registering Officers;

and for such other matters as may appear to the Local Government necessary for the purposes of this Act.

And the Local Government may, from time to time, alter such table.

Publication of fees.

25. A table of the fees so payable shall be published in the Official *Gazette* and a copy thereof in English, and in such Vernacular language or languages as the Local Government shall appoint, shall be exposed to public view in the Office of the Registering Officer.

Protection of Registering Officer.

26. No Registering Officer shall be liable to any suit, claim, or demand, by reason of anything in good faith done or refused in his official capacity.

Offences

27. Every person who makes, signs, acknowledges or sends or delivers to a Registering Officer for the purposes of registration under this Act any false statement known by him to be false shall be punishable with imprisonment for a term which may extend to . . years or with fine, or with both.

28. Offences punishable under this Act shall be triable by any Court or officer exercising powers not less than those of a Magistrate of the First Class.

Fines.

29. All fines imposed under this Act may be recovered in the manner provided by the Law for the time being in force for the recovery of fines imposed by criminal courts.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 31st October 1907.

CHAMBER OF COMMERCE,

BOMBAY, 20th November 1907.

No. 1073 of 1907.

The SECRETARY to the GOVERNMENT of INDIA,

HOME DEPARTMENT,

Calcutta.

SIR,—With their letter No. 1679 of the 29th October last, the Bengal Chamber of Commerce forwarded to this Chamber a copy of their letter No. 1678 of the same date to the Government of India in your Department enclosing a draft copy of an amended Bill that they had submitted for the Registration of Partnerships in this

country. This matter, as you will be aware, has been under the consideration of the Bengal and Bombay Chambers for some years and the draft Bill that has been submitted to Government by the Bengal Chamber was sent to this Chamber on the 12th of February last for favour of opinion. My Committee very thoroughly considered the provisions of the draft Bill, and after consulting with the Chamber's Solicitors and taking the opinion of Counsel, a series of amendments—some of them very material—were submitted to the Committee of the Bengal Chamber of Commerce for their consideration. As however only a few of these amendments have been adopted by the Bengal Chamber in the draft Act which they have now submitted, and as no reasons have been given to this Chamber for the omission of other amendments, some of which are considered of great importance, my Committee have decided to submit, as they now do, their own draft Act on this subject, to Government, as they are unable to approve the draft that has been forwarded by the Bengal Chamber of Commerce.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER of COMMERCE,
BOMBAY, 28th November 1907.

No. 1074 of 1907.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 1679 of the 29th ultimo, together with a draft copy of a Bill on the subject of Registration of Partnerships, as amended by you and forwarded to the Government of India.

The latter has received the careful attention of my Committee, who note with regret that many of the Bombay Chamber's recommendations—some of which they considered very material—

have not met with your approval. It is felt that it would have been better if the Bengal and Bombay Chambers had been able to agree upon an uniform measure as Government might naturally expect that in such a matter the views of the two principal Indian Chambers would be unanimous and identical.

Whilst regretting that a further effort was not made to secure the desired harmony of action, my Committee feel that no good purpose would now be served in deferring the expression of this Chamber's views on the subject, and they are therefore forwarding a draft of a Bill approved by them to the Government of India, a copy of which is enclosed, as also a copy of their letter to the Government of India on the subject.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY CHAMBER OF COMMERCE.

An Act for the Registration of Partnerships.

Preamble.

Whereas it is expedient to provide for the registration of Firms and Partnerships from time to time carrying on any trading business in certain parts of British India;

It is hereby enacted as follows:—

Short Title, Commencement.

1. This Act may be called "The Indian Partnership Registration Act, 190 ;" and it shall come into force on the day of 190 .

This Act shall apply in the first instance only to the towns of Calcutta, Madras, Bombay, Karachi, Delhi, Cawnpore, Amritsar and Rangoon, but may be extended at any time, and from time to time, by the Local Government, to any other town, by Notification in the Local Official *Gazette*, to apply to any such town from such day as may be fixed by any such Notification.

2. This Act shall not apply to any Company, Corporation, Association or Partnership formed in pursuance of any Act of Parliament or of any other Act of the Governor-General of India in Council, or by virtue of any Royal Charter or Letters Patent nor to any individual Firm, Company, Corporation, Association or Partnership not having his or its Head Office or a Branch Office or a Direct Agent or representative in British India.

Partnership exempted from the operation of the Act.

3. In this Act, unless there be something repugnant in the subject or context,—

Interpretation Clause.

Firm or Partnership means two or more persons lawfully associated together for the purpose of carrying on a trading business under any name or names or designation and also includes a person carrying on a trading business without any partner under any style other than his own name alone, and the term "Partner" includes every person who is a member of or sharer in a Firm or Partnership and in the case of an undivided Hindu family which, as a family, has any share or interest in any Firm or Partnership or which carries on by itself a family business every male member of that family.

Firm or Partnership.

"Minor" means a person who according to the personal law to which he is subject has not attained majority:

"Minor."

"Registering Officer" means the Registrars for the time being appointed under the provisions of the "Indian Registration Act, 1877," at the several towns in which this Act shall for the time being be in force, and such officers (if any) as may be appointed under the provisions of this Act for the purposes thereof;

"Registering Officer."

"Register" means the book or books kept by the Registering Officer for the purposes of this Act;

"Register."

"Duly Registered" includes the registration from time to time of all changes and alterations in a Firm or Partnership required to be registered by this Act

"Duly Registered."

Partnerships to be registered.

4. Every Firm or Partnership carrying on or having a place of business in any one or more of the towns in which this Act shall for the time being be in force, and whether in existence at the commencement of this Act or coming into existence at any time thereafter, shall be registered in each of such towns where such Firm or Partnership shall carry on or have a place of business.

Place of registration.

5. In the case of a Firm or Partnership carrying on or having a place of business in more than one of the towns aforesaid, the particulars hereinafter required to be registered shall be first registered in whichever of such towns the said Firm or Partnership shall elect, and thereupon a copy of every entry relating to such Firm or Partnership, from time to time, made in the Register in such town, shall be forthwith transmitted by the Registering Officer recording the same to the Registering Officer in every other of the said towns where the said Firm or Partnership is also carrying on business and is required to be registered under this Act, and shall thereupon be entered in his Register by the Registering Officer to whom the same shall be sent.

Particulars to be registered.

6. The following particulars shall be registered :—

(*a*) The full name and place of residence of each partner, and his age if a minor.

(*b*) If the business is commenced after the commencement of this Act, the date of the commencement of the Firm or Partnership business.

(*c*) The name or style, or (if more than one) the several names or styles of the Firm or Partnership and their place or places of business wheresoever situate.

(*d*) Every alteration or addition, from time to time occurring in the constitution, membership or objects of a Firm or Partnership.

(*e*) The dissolution or cessation of a Firm or Partnership.

6A. The Members of any Firm or Partnership may register the nature of the business of the said Firm or Partnership and in every case in which the nature of the business or a Firm or a Partnership

shall have been registered the scope of the business of such Firm or Partnership shall be deemed to be limited to the business of which the nature shall have been so registered.

6B. The Members of any Firm or Partnership who shall have registered the nature of the business of such Firm or Partnership under 6A may from time to time amend such registration either for the purpose of curtailing or for the purpose of extending the scope of such business.

6C. Any Partner in a Firm or Partnership may require the Registering Officer to remove his name from the register of partners in such Firm or Partnership by delivering a notice in writing to such Registering Officer requiring him to do so, and such Registering Officer shall on receipt of such notice remove the name of such partner from the Register of such Firm or Partnership and shall enter in the register the date when such notice was received by him.

7. When the name of any person has been lawfully registered as a partner in any Firm or Partnership he shall be estopped from denying that he was a partner in such Firm or Partnership from the time when his name was entered on the register to the time when he shall have duly delivered to the Registering Officer a notice to remove his name from the register of such Firm of Partnership and shall also have published in one English and one Vernacular Newspaper printed and published in each Presidency wherein his Firm or Partnership shall have been carrying on business and likewise in the *Government Gazette* of each Presidency wherein his said Firm or Partnership shall have been carrying on business, an advertisement of the fact that he has retired from his said Firm or Partnership. Provided always that nothing in this Act, contained shall exempt from liability any person who being a partner, is not registered as such, and such person may notwithstanding such omission be sued jointly with the persons registered as partners.

Registration of Partnership.

8. Whenever a Firm or Partnership shall be desirous of being registered under this Act, a Written Instrument or Statement containing the particulars required under Section 6, and if the said Firm or Partnership shall so desire, 6A of this Act, and (except in the case of an

undivided Hindu Family) signed by every adult partner, or his duly authorised Agent, and by every minor partner (if any), or his legal or natural guardian on his behalf, shall be presented to the proper Registering Officer by one of the signatories or, as the case may be, the sole signatory of such Instrument or Statement or by the duly authorized Agent of such signatory.

Registration of undivided Hindu family partnership.

9. In case of a Firm or Partnership consisting of an undivided Hindu Family or wherein an undivided Hindu Family shall be a partner or partners, the Instrument or Statement referred to in Section 8 of this Act shall be signed by very adult male member of that family or his duly authorised agent, and on behalf of very male member (if any) who shall be a minor by his legal or natural guardian, and shall be presented for registration as in Section 8 is provided.

Requirements previous to registration.

10. No such Instrument or Statement as is referred to in Sections 8 and 9 shall be registered until the execution thereof has been admitted before the Registering Officer by all the signatories, or, as the case may be the sole signatory thereof, or their or his duly authorised agent or agents, and the Registering Officer shall have satisfied himself as to the due execution of the Instrument or Statement, and as to their or his identity in the case of the signatories or signatory appearing in person, and in the case of appearance by an agent as to the validity of his authority.

Authorised Agent.

11. An authorised agent for the purpose of this Act shall be a person duly authorised in that behalf by a Power-of-Attorney executed in the presence of and attested by any Registrar or Sub-Registrar appointed under this Act or under the "Indian Registration Act, 1877," or by any Court, Judge, Magistrate, or Notary Public or Representative of His Majesty or of the Government of India.

A Power-of-Attorney mentioned in this Section shall be proved by the production thereof without further proof, when it purports on the face of it to have been executed before and authenticated by the person or Court hereinbefore mentioned in that behalf.

Power to attend at place of business or residence.

12. The Registering Officer may, on special cause being shown, attend at the place of business or residence of any person in order to satisfy himself as to any matter necessary for the registration of any Firm or Partnership, or of any other particulars required to be registered by this Act, and so far as may be deemed expedient by the Registering Officer he may exercise at such place of business or residence all or any of the powers of and incidental to registration conferred upon him by this Act.

Registration of alterations in Firm, etc.

13. Every alteration in the constitution of a Firm or Partnership by the introduction, retirement or death of a partner, and any other alteration in any other matters or particulars required to be registered under this Act, and the dissolution or cessation of a Firm or Partnership, shall be registered upon an Instrument or Statement recording the same, in the same way, *mutatis mutandis*, as is hereinbefore required for the registration of a Firm or Partnership, being duly presented and registered.

Provided always that in the event of the death of a partner the fact of his death may be registered on a notice in writing thereof signed by his surviving partner or partners or by, or on behalf of, his legal representatives, being delivered to the proper Registering Officer or left at his Office. Provided also that in the case of an undivided Hindu Family any such Instrument or Statement as aforesaid may be signed by any adult male member of that family already registered as such or if there shall be no such adult male member, by the legal or natural guardian of any minor male member of such family already registered as such.

Completion of registration.

14. When the Registering Officer is satisfied that any Instrument, Statement or Notice under Sections 7, 8 9, or 13 of this Act is in order, and the requirements of this Act in reference thereto have been complied with, he shall file such Instrument, Statement or Notice, and shall thereupon enter in the book or books, to be kept by him for that purpose, the necessary particulars recorded in such Instrument, Statement or Notice, and shall issue to the parties a certificate under his signature and seal of Office of the Registration of such Instrument, Statement or Notice, and such certificate shall be conclusive evidence of the facts therein stated.

15. If the Registering Officer refuses to register any Instrument or Statement presented under Sections 8, 9, or 13 of this Act, any person claiming registration thereof or his agent, may, within 30 days after the refusal of registration, institute in the principal Civil Court of original jurisdiction within the local limits of whose original civil jurisdiction is situate the Office in which registration is sought a suit for a decree directing registration of the Instrument or Statement in such Office, provided the same be duly presented for registration within 30 days after the passing of such decree, and such registration shall take effect as if the Instrument or Statement had been registered when it was first duly presented for registration.

Powers to sue on refusal of registration.

16. Every Firm or Partnership required by this Act to be registered may be registered at any time after this Act comes into force.

Time for registration of Partnership.

17. Every alteration in the constitution of a Firm or Partnership required by this Act to be registered or in the objects of a Firm or Partnership which may be registered under this Act, may be registered at any time but shall have and take effect as regards all persons dealing with the Firm or Partnership from the date of registration only.

Time for registering alterations.

18. No Firm or Partnership required by this Act to be registered, nor any partner therein shall have power to sue or to institute proceedings in any Court for any sum in excess of Rupees . . on any cause of action accruing to such Firm or Partnership, after the expiration of six months from the time when this Act shall have come into force unless such Firm or Partnership shall have been duly registered at the time when such cause of action arose. Provided nevertheless that the Court in which any such suit shall be brought or proceedings instituted may in its discretion and notwithstanding such default allow the suit or proceedings to remain on the file on an undertaking by the person or persons in default to duly register within a time to be limited by the Court in that behalf and upon such terms as to costs and otherwise as the Court shall think fit.

Effect of non-registration.

Search and inspection of Registers, and supplying copies of entries, etc.

19. Subject to the previous payment of the fees payable in that behalf, the Registers kept under this Act shall be at all times open to search and inspection by persons applying to inspect the same, and copies of the entries in such Registers, and of all documents filed by the Registering Officer under the provisions of this Act, shall be furnished to all persons applying for such copies.

All copies given under this section shall be signed and sealed by the Registering Officer, and shall be admissible in evidence in any Court, or before any Judicial or Revenue Officer or other authority, for the purpose of proving the contents of the original entries and documents.

Appointment of Registering Officers.

20. The Registering Officers for the purposes of this Act shall be the Registrars for the time being appointed under the "Indian Registration Act, 1877," at the several towns in which this Act shall, for the time being, be in force but the Local Government may, if it thinks proper, appoint other persons to be Registering Officers under this Act, and may suspend, remove, or dismiss any person so appointed and appoint another person in his stead.

As to establishment.

21. The Local Government may, from time to time, assign such salaries as it may deem proper to the Registering Officers under this Act, or provide for their remuneration by fee, or partly by fees and partly by salaries, and the Local Government may allow proper establishments for the purposes of this Act.

Seal and Register Books.

22. The Local Government shall determine what seal shall be used, and what books shall be kept, by the Registering Officers for the purpose of this Act and shall provide the same.

Local Government to make rules.

23. The Local Government shall have power, from time to time, to make rules consistent with this Act.

Providing for the safe custody of books, papers, and documents, and also for the destruction of such books, papers, and documents, as need no longer be kept :

Regulating the authentication by Registering Officers of the books to be kept by them :

Regulating the forms in which entries are to be made in such books :

Declaring the particulars to be contained in the Indexes of such books :

And generally regulating the proceedings of Registering Officers.

All rules so made shall be published in the Official *Gazette*, and shall then have the same force as if they were inserted in this Act.

Fees.

24. The Local Government shall prepare a table of fees payable.

(*a*) For the registration of Firms and Partnerships;

(*b*) For the registration of any other matter required to be registered under this Act;

(*c*) For search and inspection of Registers;

(*d*) For making or granting certificates, and copies of entries or documents;

(*e*) For attending at a place of business, or residence;

(*f*) For service of Notices;

(*g*) For transmitting copies of entries to other Registering Officers;

and for such other matters as may appear to the Local Government necessary for the purposes of this Act.

And the Local Government may, from time to time, alter such table.

Publication of fees.

25. A table of the fees so payable shall be published in the Official *Gazette* and a copy thereof in English, and in such Vernacular language or languages as the Local Government shall appoint, shall be exposed to public view in the Office of the Registering Officer.

Protection of Registering Officer.

26. No Registering Officer shall be liable to any suit, claims, or demand, by reason of anything in good faith done or refused in his official capacity.

Offences.

27. Every person who makes, signs, acknowledges or sends or delivers to a Registering Officer for the purposes of registration under this Act any false statement known by him to be false shall be punishable with imprisonment for a term which may extend to . . years or with fine, or with both.

28. Offences punishable under this Act shall be triable by any Court or officer exercising powers not less than those of a Magistrate of the First Class.

Fines.

29. All fines imposed under this Act may be recovered in the manner provided by the Law for the time being in force for the recovery of fines imposed by criminal courts.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC

APPENDIX C-3.

INDIAN ELECTRICITY ACT OF 1903.

PROPOSED AMENDMENT.

PUBLIC WORKS DEPARTMENT,

BOMBAY CASTLE, 26th September 1907.

No. E./1573 of 1907.

The CHAIRMAN, CHAMBER OF COMMERCE,

Bombay.

SIR,—I am directed to forward herewith copy of a Report of the Committee appointed by the Government of India to consider the question of amending the Indian Electricity Act, III of 1903, and to request that you will be good enough to favour Government

with an expression of the opinion of the Chamber of Commerce on the important point raised by the Committee in their recommendations under Section 3 of the existing Act, *viz.*, that the administration of the special law governing electrical enterprise should for the present be assumed by the Government of India. I am to request a very early reply.—I have, &c.,

R. W. MURPHY,
Under-Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 31st October 1907.

No. 995 of 1907.

The UNDER-SECRETARY to GOVERNMENT,
PUBLIC WORKS DEPARTMENT,
Bombay.

SIR,—I beg to acknowledge receipt of your letter No. E/1573 of the 26th ultimo with which you forward copy of a Report of the Committee appointed by the Government of India to consider the question of amending the Indian Electricity Act, III of 1903, and ask for the opinion of this Chamber on the point raised under Section 3 that the administration of the special law governing electrical enterprise should for the present be assumed by the Government of India.

2. My Committee have studied very carefully the reasons urged in the report for this amendment and are quite prepared to admit that there is much force in the arguments put forward, but they are nevertheless in some doubt as to whether the procedure now proposed will really simplify the work of an applicant for a license to the extent contemplated in the Report. That uniformity of procedure and rules under certain circumstances would be of great advantage cannot be denied, but as conditions vary in different parts of India, centralization may not always be beneficial and helpful to an intending licensee.

3. My Committee are also inclined to think that in practice it may be found difficult, if not impossible, to have a uniform license for all districts of India and Burma, for there are great variations in local and climatic conditions, and on this account the terms of a license could probably be more advantageously settled and granted by a local authority.

4. Then again it seems somewhat doubtful as to whether it would always be of advantage to an applicant to have to apply to a central authority, at presumably Calcutta or Simla, for many questions must arise in every case which could only be settled by personal interviews at very often considerable inconvenience. It is moreover presumed that every application will be referred by the Government of India to the Local Government whom the applicant will also have to convince, and this double procedure may make the work of obtaining a license a much more difficult matter than it is at present.

5. If, however, it is intended to have Government representatives in the Presidency towns and at other important centres who would have power to settle preliminary details and help an applicant in drawing out his form of license, it might then be beneficial for the Government of India to assume the administration of the Act; but even then it seems somewhat doubtful as to whether applications will be more quickly and satisfactorily dealt with, for differences of opinion will presumably arise at times between the Government of India and the Local Government with regard to particular areas which would only mean further delay.

6. Without further information therefore as to how it is intended to administer the Act, if amended, as now proposed, my Committee are unable to give a definite answer to the question referred to them in your letter.—I have, &c.,

O. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX D-1.

CUSTOMS DUTY ON SHORTAGES OF MOLASSES.

CHAMBER OF COMMERCE,

BOMBAY, 12th April 1907.

No. 311 of 1907.

The COLLECTOR of CUSTOMS,

Bombay.

SIR,—I am directed to acknowledge with thanks your letter No. 1728 of the 31st January 1906,* regarding the duty charged on the shortage found in a shipment of Molasses per s.s. "Ranee."

2. With reference to this subject, you state in para. 4 of the above letter that your records as far back as 1894 show that there has been no case of shortage in Molasses prior to the present one. My Committee are unable to understand this, unless the details corroborating the above were due to selected and full casks only having been weighed. Further enquiries have been made on this point, and from the evidence before the Chamber it is quite clear that it is practically impossible to avoid a certain amount of leakage and that there is therefore considerable shortage in nearly every shipment of Molasses landed in India. This question, it appears to my Committee, is therefore deserving of further consideration by the Customs Authorities.—I have, &c.,

J. B. LESLIE-ROGERS,

Secretary."

* See Report 1906, p. 245.

CUSTOM HOUSE,

BOMBAY, 17th April 1907.

No. C-5810 of 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—In reply to your letter No. 311, dated the 12th instant, I have the honour to state that any case in future in which casks of Molasses are found to have suffered from leakage will be carefully considered.—I have, &c.,

A. S. A. WESTROPP,

Collector of Customs.

ASIATIC STEAM NAVIGATION CO., LTD.,

BOMBAY, 15th June 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

DEAR SIR,—Referring to correspondence exchanged regarding the duty on shortages of Molasses ending with your letter to us of the 12th April last, we now beg to enclose for your information a copy of a letter we have received from the Collector of Customs from which you will see that he has reconsidered the question and has agreed to fall in with the system in force at Calcutta, which is most satisfactory and should result in a trade springing up between Java and this port in Molasses.

Since receiving your letter of the 12th April we have continued to press the matter with the Collector both in writing and verbally, and we feel that by bringing the whole facts of the case before him and by not letting the matter rest, we have been able to remove a misunderstanding of the Government's intentions which has been a serious hindrance to a possible trade.—We are, &c.,

Per Pro. TURNER, MORRISON & CO.,

J. S. WARDLAW MILNE,

Agents.

CUSTOM HOUSE,
BOMBAY, 14th June 1907.

No. C-9273 of 1907.

MESSRS. TURNER, MORRISON & Co.,
Bombay.

GENTLEMEN,—I have the honour to reply to your letter of the 15th April regarding shipments of molasses.

On reconsideration I have to inform you that I propose to levy duty on the ascertained quantity landed only unless there is reason for suspecting that casks or tins have been tampered with.

1. A selection of at least 5 per cent. of the cases or casks will be weighed, care being taken to select receptacles which are fairly representative (in respect of the quantity contained) of the batch to which they belong.

2. Duty will then be charged on the average weight discovered.

3. The number of entirely empty receptacles should be reported to the Preventive Officer at the time of discharge from the vessel.

4. Shortages held due to accidental causes will not be charged with duty provided the wastage is not refilled into casks or otherwise removed from the Docks for use.—I have, &c.,

A. S. A. WESTROPP,
Collector of Customs.

CHAMBER OF COMMERCE,
BOMBAY, 21st June 1907.

No. 525 of 1907.

MESSRS. TURNER, MORRISON & Co.,
Bombay.

DEAR SIRS,—I am directed to acknowledge your letter of the 15th instant, together with enclosure on the question of duty on shortages of Molasses.

In reply I beg to convey the Committee's thanks for forwarding the above information, and to express their satisfaction at the successful result achieved.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation: Rs. a.	Duty.
	Metals and Manufactures of Metals—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron, angle, T, other than Low-moor or Swedish ...	ton	110 0	One per cent.
	,, angle, T, other than Low-moor or Swedish if galvanized, tinned, or lead-coated	...	*ad valorem*	,,
	,, bar	...	,,	,,
	,, ,, Swedish and similar qualities	ton	165 0	,,
	,, ,, Swedish and similar qualities, nail-rod, round-rod & square, under half an inch in diameter....	,,	180 0	,,
	,, ,, other kinds	,,	110 0	,,
	,, ,, other kinds, nail-rod, round-rod & square, under half an inch in diameter	,,	117 0	,,
	,, ,, other kinds if galvanized, tinned, or lead-coated	...	*ad valorem*	,,
	,, beams, joists, pillars, girders, bridge-work, and other such descriptions of iron imported exclusively for building purposes ..	...	,,	,,
	,, channel, including channel for carriages	...	,,	,,
	,, plate and sheet, Swedish and charcoal	...	,,	,,
	,, bars, plates, and sheets, Swedish and charcoal, if galvanized, tinned, or lead-coated	...	,,	,,
	,, plate, other kinds, above ⅛ inch thick, and strips ...	ton	117 0	,,
	,, sheets other kinds, up to ⅛ inch thick	,,	125 0	,,
	,, sheets (other than corrugated), plates, or strips other kinds, if galvanized, tinned, lead-coated, or planished...	...	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Name of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron sheets, corrugated, galvanised or black	ton	210 0	One per cent.
	,, hoop	,,	130 0	,,
	,, nails, rose, wire, and flat-headed	cwt.	2 8	,,
	,, nails, other kinds, including galvanized, tinned, or lead-coated	...	*ad valorem*	,,
	,, nuts and bolts, also hooks and nuts for roofing, galvanized or black ...	...	,,	,,
	,, old	cwt.	2 0	,,
	,, pig	...	*ad valorem*	,,
	,, pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	...	,,	,,
	,, rails, chairs, sleepers, and fish-plates, other than those described in No. 60, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips, and tie-bars.	...	,,	,,
	,, rice-bowls	...	,,	,,
	,, ridging, guttering, and continuous roofing ...	...	,,	,,
	,, rivets and washers, all sorts	...	,,	,,
	,, wire, including fencing wire and wire rope, but excluding wire-netting...	...	,,	,,
	,, cans, tinned when imported containing petroleum which is separately assessed to duty at one anna per Imperial gallon under No. 16	Can	0 3	Five per cent.
	,, all other sorts, including discs or circles and wire-netting	...	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Lametta	...	*ad valorem*	Five per cent.
	Lead, all sorts (except sheets for tea-chests which are free) ...	...	"	"
	Quicksilver	lb.	1 8	"
	Shot, bird	cwt.	20 0	"
	Silver bullion or coin, except current coin of the Government of India, which is free...	...	*ad valorem*	"
	Steel anchors and cables ...	...	"	One per cent.
	" blooms	...	"	"
	" angle, T, ...	ton	110 0	"
	" " " and hoop, if galvanised, tinned or lead-coated	...	*ad valorem*	"
	" bars (other than cast steel),	ton	110 0	"
	" Swedish	...	*ad valorem*	"
	" " nail-rod, round rod, and square, under ½ inch in diameter	ton	1[illegible] 0	"
	" bar, galvanised, tinned, lead-coated, planished, or polished	...	*ad valorem*	"
	" channel, including channel for carriages	...	"	"
	" plates above ¼ inch thick, and strips	ton	117 0	"
	" sheets up to ¼ inch thick...	"	125 0	"
	" sheets, other than corrugated plates, or strips, if gavanized, tinned, lead-coated, or planished ...	...	*ad valorem*	"
	" sheets, corrugated, galvanised or black	ton	210 0	"
	" hoop...	"	150 0	"
	" nails...	...	*ad valorem*	"
	" nuts and bolts, also hooks and nuts for roofing, galvanised or black ...	...	"	"
	" old	ton	130 0	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Steel beams, joists, pillars, girders, bridge-work, and other such descriptions of steel, imported exclusively for building purposes.	...	*ad valorem*	One per cent.
	,, cast and blistered, including spring and tub steel	...	,,	,,
	,, ridging, guttering, and continuous roofing	...	,,	,,
	,, pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	...	,,	,,
	,, rails, chairs, sleepers, and fish-plates other than those described in No. 60, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips, and tie-bars	...	,,	,,
	,, rivets and washers, all sorts	...	,,	,,
	,, wire, including fencing wire and wire rope, but excluding wire-netting	...	,,	,,
	,, cans, tinned, when imported containing petroleum, which is separately assessed to duty at one anna per Imperial gallon under No. 16	gln	0 3	Five per cent.
	,, all other sorts, including discs or circles and wire-netting	...	*ad valorem*	,,
	Tin, block	cwt.	145 0	,,
	,, foil, and other sorts... ...	...	*ad valorem*	,,
	Zinc or spelter, nails	...	,,	,,
	,, ,, tiles or slabs, soft.	cwt.	23 0	,,
	,, ,, ,, hard.	,,	19 0	,,
	,, ,, all other sorts, including boiler tiles ...	...	*ad valorem*	,,
	All other sorts of metals... ...	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Oils.		Rs. a.	
16	PETROLEUM, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosene, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum	Imperial gallon.	...	One anna.
	PETROLEUM, which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively for the batching of jute or other fibre or for lubricating purposes	...	*ad valorem*	Five per cent.
	PETROLEUM, which has its flashing point at or above one hundred and fifty degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively as fuel or for some sanitary or hygienic purposes ...	...	"	"
	Cocoanut-oil	cwt.	27 0	"
	All other sorts of oil, animal or vegetable (including otto of all kinds), and mineral, including paraffin wax	...	*ad valorem*	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured.		Rs. a.	
17	APPAREL, including drapery, haberdashery, and millinery, and military and other uniforms and accoutrements; but excluding cotton-hosiery (for which see No. 30) and boots and shoes (for which see No. 45) and excluding also uniforms, and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free ...	...	*ad valorem*	Five per cent.
18	ART, WORKS OF, except (1) statuary and pictures intended to be put up for the public benefit in a public place, and (2) memorials of a public character intended to be put up in a public place, including the materials used, or to be used, in their construction, whether worked or not, which are free	...	,,	,,
19	BAMBOOS, common, grass, hay, rushes, straw, and leaves	...	...	Free.
20	BOOKS, printed, including covers for printed books, maps, charts and plans, proofs, music, and manuscripts...	...	...	,,
21	BRISTLES AND FIBRE, for brushes and brooms	...	...	,,
22	BRUSHES AND BROOMS, all sorts ...	...	*ad valorem*	Five per cent.
23	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks and tiles, cement of all kinds, fire-clay, earthenware piping, lime, and other kinds not otherwise described	...	,,	,,
24	CABINET-WARE AND FURNITURE ...	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
25	CARRIAGES AND CARTS, including motor cars, bicycles, tricycles, jinrikshas, bath chairs, perambulators, trucks, wheelbarrows, and all other sorts of conveyances, and component parts thereof, but excluding motor cars, designed to carry goods and containing a prime-mover, which are free ...	...	*ad valorem*	Five per cent.
26	CHINESE AND JAPANESE-WARE, including lacquered-ware, but excluding earthenware, china, and porcelain (for which see No. 32) ...	...	,,	,,
27	CLOCKS, WATCHES, and other time-keepers, and parts thereof ...	...	,,	,,
28	COAL, COKE, AND PATENT FUEL ...	...	...	Free.
29	CORDAGE, Rope and Twine made of any vegetable fibre	...	*ad valorem*	Five per cent.
30	COTTON, AND ARTICLES MADE OF COTTON—			
	Cotton, raw	...	...	Free.
	,, twist and yarn	...	...	,,
	,, sewing and darning thread	...	...	,,
	,, piece-goods, hosiery, crochet cotton thread and all other manufactured cotton goods not otherwise described ...	...	*ad valorem*	Three and one-half per cent.
31	EARTH, COMMON CLAY, AND SAND.	...	...	Free.
32	EARTHENWARE (except earthenware piping, for which see No. 23), china, china clay, porcelain, and imitation or false coral	...	*ad valorem*	Five per cent.
33	FANS OF ALL KINDS, except common palm-leaf fans, which are free ...	...	,,	,,
34	FIREWORKS, all sorts, including fulminating-powder	...	...	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
35	FLAX AND ARTICLES MADE OF FLAX, including linen-thread ...	...	*ad valorem*	Five per cent.
36	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing, and other vessels	...	,,	,,
37	GUMS, GUM-RESINS, and articles made of gum or gum-resin—			
	Copal	...	,,	,,
	Cutch and gambier	cwt.	18 0	,,
	Gamboge	lb.	2 2	,,
	Gum Ammoniac	cwt.	24 0	,,
	,, Arabic	,,	16 0	,,
	,, Bdellium	...	*ad valorem*	,,
	,, Benjamin, ras	cwt.	24 0	,,
	,, ,, cowrie	,,	80 0	,,
	,, Bysabol (coarse myrrh) ...	,,	25 0	,,
	,, Olibanum or frankincense.	...	...	Free.
	,, Persian (false)	cwt.	10 0	Five per cent.
	Myrrh	,,	50 0	,,
	Rosin	,,	9 0	,,
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin, including caoutchouc and gutta-percha...	...	*ad valorem*	,,
38	HEMP, including Manila hemp, and articles made therefrom... ...	...	,,	
39	HIDES AND SKINS (except raw or salted hides and skins, which are free), including parchment and vellum, gold beaters' skins, and all other descriptions of hides or skins	...	,,	,,
40	HORN	...	...	Free.
	HORN, articles made of, not otherwise described	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
41	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof— Computing, Dental, Distilling, Diving, Drawing, Educational, Electric, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (including materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters and all other sorts, except Telegraphic instruments and apparatus, and parts thereof, when imported by or under the orders of a railway company, and any instruments, apparatus, and appliances when imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling, which are free. Military band instruments (other than stringed instruments), imported by a regiment of His Majesty's regular forces serving in India, and certified by the officer commanding the regiment to be for the *bonâ fide* exclusive use of the regimental band, and the following accessories thereto, are also free of duty :— Silver buckles for drums. Silver buttons for drums. Green broadcloth for drums. Green silk ribbon for drums. Ropes for drums. Bags for bagpipes. Cord for bagpipes. Drones for bagpipes. Ribbons for bagpipes.	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
41	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—*contd.*			
	Pipe tassels for bag pipes. Cardholders. Carriages (brown or black). Crooks. Cases (leather or wooden) Fingertops. Mouthpieces and caps therefor. Reeds. Springs. Snares. Valve tops and needles			
42	IVORY AND IVORY-WARE—			
	Unmanufactured—			
	Elephants' grinders	cwt.	350 0	Five per cent.
	" tusks (other than hollows, centres, and points), each exceeding 20lb. in weight, and hollows, centres, and points, each weighing 10lb. and over...	"	800 0	"
	Elephants' tusks (other than hollows, centres, and points) not less than 10lb. and not exceeding 20lb. each, and hollows, centres, and points, each weighing less than 10lb...	"	680 0	"
	Elephants' tusks, each less than 10lbs. (other than hollows, centres, and points)	"	525 0	"
	Sea-cow or moye teeth, each not less than 4lb.	"	200 0	"
	Sea-cow or moye teeth, each not less than 3lb. and under 4lb.	"	185 0	"
	Sea-cow or moye teeth, each less than 3lb.	"	135 0	"
	All other sorts, manufactured and unmanufactured	...	*ad valorem*	"
43	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—			
	Silver-ware, plain.. .. ... Other than European.	tola	1 2	"
	" embossed or chased. Other than European.	"	1 6	"
	All other sorts, except precious stones and pearls, unset, which are free	...	*ad valorem*	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
44	JUTE, raw	...	...	Free.
	" articles made of, except second-hand or used gunny bags, which are free	...	*ad valorem*	Five per cent.
45	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery, except saddlery of a military pattern imported by an officer of His Majesty's regular forces and forming part of the equipment with which he is required to supply himself under Army Regulations, which is free ...	...	"	"
46	MALT	...	"	"
47	MANURES of all kinds, including animal bones	...	...	Free.
48	OILCAKE, also bran, fodder, and cattle-food of all kinds	...	...	"
49	OIL-CLOTH AND FLOOR-CLOTH, including linerusta, linoleum, and tarpaulins	...	*ad valorem*	Five per cent
50	PAINTS, COLOURS, PAINTERS' MATERIALS, and compositions for application to leather, wood, and metals—			
	Lead, red, dry	cwt.	18 0	"
	" white, dry	"	19 0	"
	Ochre, other than European, all colours	"	2 12	"
	Paints, composition	...	*ad valorem*	"
	" patent driers	...	"	"
	Turpentine	Imperial gallon	3 12	"
	Verdigris	...	*ad valorem*	"
	Vermillion, Canton	box of 90 bundles.	105 0	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
	PAINTS, COLOURS, PAINTERS' MATERIALS, &c.—*concld.*			
	Zinc, white, dry	...	*ad valorem*	Five per cent.
	All other sorts, including glue and putty	...	,,	,,
51	PAPER, PASTEBOARD, MILLBOARD, AND CARDBOARD of all kinds, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs, and calendars, Christmas, Easter, and other cards, including cards in booklet form, including also waste paper and old newspapers for packing, but excluding trade catalogues and advertising circulars imported by packet, book or parcel post, which are free ...	...	,,	,,
	,, articles made of paper and papier-mâché...	...	,,	,,
52	PERFUMERY—			
	Gowla, husked and unhusked ...	cwt.	40 0	,,
	Kapurkachri (zedoary)	,,	19 0	,,
	Patch leaves (patchouli) ...	,,	17 0	,,
	Rose-flowers, dried	,,	20 0	,,
	Rose-water...	Imperial gallon.	2 0	,,
	All other sorts, except perfumed spirit (for which see Schedule III) ...	...	*ad valorem*	,,
53	PITCH, TAR, AND DAMMER—			
	Bitumen	...	,,	,,
	Dammer	...	,,	,,
	Pitch, American and European.	...	,,	,,
	,, coal	...	,,	,,
	Tar, American and European...	...	,,	,,
	,, coal	...	,,	,,
	,, mineral	...	,,	,,
54	PLANTS AND BULBS, living, also dried for herbaria	...	...	Free
55	PRECIOUS STONES AND PEARLS, unset (including the stones generically known as Cambay stones, such as agates, cornelians and onyx).	...	...	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
56	PULP of wood, straw, rags, paper, and other materials	...	...	Free.
57	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, stereo blocks roller moulds, roller frames and stocks, roller composition, standing screw and hot presses, perforating machines, gold blocking presses, stereo-typing apparatus, metal furniture, paper folding machines and paging and numbering machines, but not including paper	...	...	"
58	RAGS	...	...	"
59	RACKS for the withering of tea leaf.	...	...	"
60	RAILWAY MATERIAL for permanent-way and rolling-stock, namely, cylinders, girders, and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brake gear, couplings and springs, signals, turn-tables, weigh-bridges, engines, tenders, carriages, wagons, traversers, trollies, trucks, and component parts thereof; also the following articles when imported by or under the orders of a railway company, namely, cranes, water cranes, water tanks, and standards, wire and other materials for fencing: Provided that for the purpose of this exemption "railway" means a line of railway subject to the provisions of the Indian Railways Act, 1890, and includes a railway constructed in a Native State, under the suzerainty of His Majesty, and also such tramways as the Governor-General in Council may, by notification in the *Gazette of India*, specifically include therein.	...	...	"
61	SEEDS—			
	Castor	cwt.	7 4	Five per cent.
	Cummin	"	15 0	"
	" black	...	*ad valorem*	"
	Linseed	cwt.	7 4	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*			
61	SEEDS—*contd.*		Rs. a.	
	Methi	cwt.	5 8	Five per cent.
	Mustard, rape, or sarson... ...	,,	10 0	,,
	Poppy	,,	9 0	,,
	Quince, bihidána...	,,	20 0	,,
	Til or jinjili	,,	10 0	,,
	All other sorts	...	*ad valorem*	,,
62	SHELLS AND COWRIES—			
	Chanks—large shells, for cameos	...	,,	,,
	,, white, live	...	,,	,,
	,, ,, dead	...	,,	,,
	Cowras	...	,,	,,
	Cowries, bazar, common ...	cwt.	3 12	,,
	,, yellow, superior quality	,,	5 0	,,
	,, Maldive	,,	5 8	,,
	,, sankhla	,,	55 0	,,
	Mother-of-pearl, nacre	...	...	Free.
	Nakhla	cwt.	100 0	Five per cent.
	Tortoise-shell	lb.	12 0	,,
	,, nakh	,,	5 8	,,
	All other sorts, including articles made of shell, not otherwise described	...	*ad valorem*	,,
63	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, launches, boats, and barges, imported entire or in sections	...	...	Free.
64	SILK AND ARTICLES MADE OF SILK—			
	Bokhara	lb.	9 0	Five per cent.
	Floss	...	*ad valorem*	,,
	Piece-goods	...	,,	,,
	Sewing thread, China	...	,,	,,
	Raw silk—Chaharam, Cochin-China, and yellow			
	Shanghai ...	lb.	5 8	,,
	Mathow	,,	3 4	,,
	Other kinds of China including re-reeled Silk...	,,	8 0	,,
	Waste and Kachra ...	...	*ad valorem*	,,
	Panjam	lb.	2 6	,,

SCHEDULE IV.—(IMPORT TARIFF)—*concld.*

GENERAL DUTIES—*concld.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*concld.*		Rs. a.	
	SILK AND ARTICLES MADE OF SILK—*concld.*			
	Raw Silk—Persian	lb.	5 0	Five per cent.
	Siam	,,	2 6	,,
	All other sorts, including cocoons.	...	*ad valorem*	,,
65	SOAP	...	,,	,,
66	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals	...	...	Free.
67	STATIONERY, excluding paper (for which see No. 51)	...	*ad valorem*	Five per cent.
68	STONE AND MARBLE, and articles made of stone and marble	...	,,	,,
69	TALLOW AND GREASE, including stearine	...	,,	,,
70	TEA CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk.	...	...	Free.
71	TEXTILE FABRICS not otherwise described	...	*ad valorem*	Five per cent.
72	TOILET REQUISITES not otherwise described	...	,,	,,
73	TOYS, including toy-books, and requisites for all games	...	,,	,,
74	UMBRELLAS, parasols and sunshades of all kinds	...	,,	,,
75	WALKING STICKS and sticks for umbrellas, parasols and sunshades, of all kinds, mounted and unmounted, driving, riding, and other whips, fishing rods and lines ...	...	,,	,,
76	WOOD AND TIMBER (except firewood, which is free), and articles made of wood not otherwise described	...	,,	,,
77	WOOL, raw	...	...	Free.
	,, articles made of, including felt	...	*ad valorem*	Five per cent.
78	ALL OTHER ARTICLES, manufactured or unmanufactured, not described in this Schedule	...	,,	,,

APPENDIX D-5

IMPERIAL CUSTOMS SERVICE.

TRANSFER OF Mr. P. R. CADELL, I.C.S.

CHAMBER OF COMMERCE,
BOMBAY, 18th March 1907

No. 244 of 1907.

The SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—The attention of my Committee has been drawn to an announcement that the services of Mr. P. R. Cadell, I.C.S., are replaced at the disposal of the Government of Bombay from the date on which he is relieved of his duties in the Imperial Customs Service.

2. Mr. Cadell was appointed Collector of Customs in Bombay in March 1905 and has thus held the position for a period of two years only.

3. His removal thus early from this important office not, it is understood, to take up a position where the experience he has lately acquired would be of special assistance to Government, but to fill the post lately held by Mr. J. H. duBoulay, appears to my Committee to be contrary to the conditions laid down by the Government of India in their letter from the Finance and Commerce Department, No. 7906 S. R. of 28th December 1903, to the Government of Bengal when the Imperial Customs Service was first instituted.

4. After pointing out, in answer to a contention that had been urged by Chambers of Commerce that constant transfers in the Customs Department meant a loss of efficiency, that "it cannot be denied that the duties of a Collector require a considerable amount of special and technical knowledge which can only be acquired by practical experience," the Government of India proceeded to say that for a considerable period after taking up his appointment a Collector re-

cruited from the general ranks of the Civil Service must be very much in the hands of his subordinates, and that under the system which up to that time had prevailed "his services are frequently lost to the Department just at the time when they have become valuable."

5. The removal of Mr. Cadell at this juncture appears to my Committee to be a case in point against which in the interests of trade they feel bound to protest.

6. It is true that in the same letter the Government of India say that Collectors of Customs appointed from the Civil Service will be permitted, subject to their approval, to revert to their own provinces at any time, but they qualify this by adding that the power of control vested in them will be exercised in such a manner as to prevent an excessive number of changes in these appointments. They further say that permission to revert will "be freely accorded in cases where the experience acquired by the officer in the Imperial Service would be of special assistance to the Local Government under which he would serve on reversion; and under an arrangement of this nature it is considered probable that certain of the more important revenue appointments, such as member of the Board of Revenue in Madras and Bengal or Commissioner of Customs, Bombay, may, in practice, come to be reserved for civilians who have acquired a technical knowledge of Customs procedure in the Imperial Service."

7. My Committee beg however to submit that the post to which it is understood Mr. Cadell will now be appointed does not fall under any of these heads, and as the Imperial Customs Service was formed to ensure continuity of service by experienced men, Mr. Cadell's removal appears to be contrary to public interests. This being the view held by my Committee, they beg most respectfully to request that the appointment of Mr. Cadell to a post which will not be benefited by the experience he has gained during the last two years in the Imperial Customs Service may be reconsidered in the light of the Government of India's letter above referred to.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 19th March 1907.

No. 2908 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 244, dated 18th March 1907, submitting a representation from the Chamber against the transfer of Mr. P. R. Cadell, I. C. S., from the Imperial Customs Service and to state that the letter will be laid before the Governor in Council.—I have, &c.,

R. P. BARROW,
Acting Chief Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 19th March 1907.

No. 245 of 1907.

The SECRETARY to the GOVERNMENT of INDIA,
DEPARTMENT of COMMERCE and INDUSTRY,
Calcutta.

SIR,—I have the honour to confirm the following telegram despatched to your address this day:—

"Bombay Chamber have protested to Bombay Government "against transfer of Mr. Cadell from Imperial Customs "Service."

I beg, at the same time, to forward, for your information, a copy of the Chamber's letter to the Bombay Government referred to in the above message.—I have, &c.,

C. H. ARMSTRONG,
Chairman.
J. B. LESLIE-ROGERS,
Secretary.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY

(CUSTOMS ESTABLISHMENT),

CALCUTTA, 21st March 1907.

No. 2635—1.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—I am directed to acknowledge the receipt of your telegram, dated the 19th March 1907, stating that the Bombay Chamber of Commerce have protested to the Government of Bombay against the transfer of Mr. Cadell from the Imperial Customs Service.—I have, &c.,

M. M. S. GUBBAY,

Offg. Under-Secy. to the Govt. of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY

(CUSTOMS ESTABLISHMENT),

CALCUTTA, 26th March 1907.

No. 2786—1.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 245 of 1907, dated the 19th March 1907, forwarding a copy of a letter No. 244, dated the 18th March 1907, from the Bombay Chamber of Commerce to the Government of Bombay, protesting against the transfer of Mr. Cadell from the Imperial Customs Service.—I have, &c.,

M. M. S. GUBBAY,

Offg. Under-Secy. to the Govt. of India.

CHAMBER OF COMMERCE,

BOMBAY, 25th March 1907.

No. 268 of 1907.

The SECRETARY, BENGAL CHAMBER of COMMERCE,

Calcutta.

DEAR SIR,—I am directed by my Committee to forward for your information a copy of a letter addressed by this Chamber to Government protesting against the transfer of Mr. Cadell from the post of Collector of Customs to that of Private Secretary to the Governor of Bombay.

My Committee object to the change on principle, as they consider that the services of an experienced officer in a more or less specialised department like the Customs should not be lost just when they have become valuable to that department. Moreover, the appointment of a new and probably wholly inexperienced man is, they contend, likely in such cases to retard the smooth running of business, and cause great inconvenience to the mercantile community.

And as there are strong objections to a precedent being established in this matter, my Committee trust that the view taken by them of the situation will appeal to your Chamber.—I am, &c.,

J. B. LESLIE-ROGERS,

Secretary.

Similar letters to the Secretaries, Madras, Karachi and Rangoon Chambers of Commerce.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 5th April 1907.

No. 3507 of 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—In continuation of Government letter No 2908, dated 19th March 1907, I am directed to state that the considerations set forth in your letter were far from being overlooked, and that the Government

of India, who would of course give every weight to them, were consulted and gave their adhesion to Mr. Cadell's reversion before it was put into effect. I am also to explain that prior to this selection of Mr. Cadell for the appointment of Private Secretary to His Excellency the Governor, he had intimated his intention to apply for furlough, which could not have been refused him had he pressed for it, that he gave it up in deference to the wishes of His Excellency, and that as Mr. Cadell's service in the Customs Department would thus have been interrupted for a substantial period, the Governor in Council felt that no injury would be done to commercial interests by asking that Mr. Cadell's services should be placed at the disposal of this Government.—I have, &c.,

R. B. VAKIL,

for Acting Chief Secretary to Government.

KARACHI CHAMBER OF COMMERCE,
KARACHI, 10th April 1907.

No. 155.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter of 25th March last, enclosing for the information of this Chamber a copy of a letter addressed by your Chamber to Government protesting against the transfer of Mr. Cadell from the post of Collector of Customs to that of Private Secretary to the Governor of Bombay.—I am, &c.,

C. H. CHETHAM,
Secretary.

MADRAS CHAMBER OF COMMERCE,
MADRAS, 17th April 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—With reference to your letter of the 25th March, enclosing copy of a communication which your Chamber had addressed to the Bombay Government protesting against the transfer of Mr. Cadell from the post of Collector of Sea Customs, Bombay, to

that of Private Secretary to the Governor of Bombay, I beg to say that while this Chamber entirely shares your Chamber's views it has resolved, in view of the Bombay Government's reply, to defer addressing the Government of India until it is informed what further action, if any, your Chamber proposes to take in the matter.—I am, &c.,

A. E. LAWSON,
Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 18th April 1907
No. 707 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge the receipt of your letter, dated 25th March (with enclosure), with regard to the removal of Mr. P. R. Cadell, I.C.S., from the post of Collector of Customs, Bombay.

2. The Committee of this Chamber agree with the views expressed in your representation to the Government of Bombay. They cannot, of course, remark upon the local affairs of your port; but they have addressed the Government of India on the general question of the undesirability of a precedent being established in the matter. I now enclose a copy of the letter for your information.—I am, &c.,

H. M. HAYWOOD,
Secretary.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 18th April 1907.

No. 699 of 1907.

The SECRETARY to the GOVERNMENT of INDIA,
DEPARTMENT of COMMERCE and INDUSTRY,
Calcutta.

SIR,—It will be within your knowledge that for some years past the desirability of securing continuity in the Customs administration at each of the principal ports has formed the subject of correspond-

ence between the Government and the different Chambers of Commerce. The Committee of this Chamber have from time to time represented that frequent transfers of Collectors of Customs were to be deprecated; for such were not only harassing to merchants, but were also prejudicial to trade. With the establishment of the Imperial Customs Service it was hoped this difficulty would be overcome. In fact, one of the objects which the Government had in mind, when constituting the new service, was to ensure that the Collectors should remain for a sufficiently long period to enable them to acquire the practical experience necessary for the efficient discharge of their duties.

2. The Committee gladly recognise that this object has been steadily kept in view so far as the office of Collector of Customs in Calcutta is concerned. But they have learnt from the Bombay Chamber of Commerce that at that port there has been recently a change which would seem to suggest that it has been lost sight of. The Committee allude to the removal of Mr. P. R. Cadell, I. C. S., from the Collectorship of Customs, Bombay. With the local affairs of the port of Bombay the Committee of this Chamber are not, of course, concerned. But there are such strong objections to the establishment of anything in the nature of a precedent in this matter that the case may be, they think, of more than local or provincial interest. On general grounds, therefore, they venture to invite the attention of the Government of India to it; and they would at the same time express a hope that it is merely an isolated case, and does not in any way indicate that there is to be a departure from the principles upon which the Imperial Customs Service is founded.—I have, &c.,

H. M. HAYWOOD,
Secretary.

BURMA CHAMBER OF COMMERCE,
RANGOON, 22nd April 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—With reference to your letter, dated the 25th March 1907, regarding the transfer of Mr. Cadell from the post of Collector of Customs to that of Private Secretary to the Governor of Bombay,

I am desired to say that this Chamber is entirely in sympathy with you and will be prepared to support the joint action of the other Chambers if this is deemed advisable.—I am, &c.,

CHAS. CONES,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 25th April 1907.

No 348 of 1907.

The SECRETARY, BENGAL CHAMBER of COMMERCE,
Calcutta.

DEAR SIR,—I am instructed to acknowledge the receipt of your letter No. 707 of the 18th instant, regarding the removal of Mr. P R. Cadell, I.C.S., from the post of Collector of Customs, Bombay.

I am to convey to you the thanks of my Committee for the interest your Chamber has taken in the matter and for the representation which you have addressed to the Government of India on the subject.—I am, &c.,

C. J. MICHAEL,
for Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 13th May 1907.

No. 332 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—With reference to your letter No. 348, dated 25th April, I am now directed to forward for your information the accompanying copy of a letter, dated 6th May, which the Committee have received from the Government of India, in reply to their representation upon the matter of the Collectorship of Customs, Bombay.—I am &c.,

H. M. HAYWOOD,
Secretary

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY,

(CUSTOMS ESTABLISHMENT).

SIMLA, 6th May 1907.

No. 3845—1.

The SECRETARY, BENGAL CHAMBER of COMMERCE,

Calcutta.

SIR,— I am directed to refer to your letter No. 699, dated the 18th April 1907, on the subject of the transfer of Mr. P. R. Cadell, I.C.S., from the Imperial Customs Service.

2. In reply, I am to say that the circumstances of Mr. Cadell's reversion to the service of the Government of Bombay were exceptional, and that the Bengal Chamber of Commerce are correct in assuming that a departure from the policy announced in the Resolution by this Department No. 154-161-57, dated the 9th January 1906, is not contemplated.— I have, &c.,

M. M. S. GUBBAY,

Offg. Under-Secy. to the Govt. of India.

CHAMBER OF COMMERCE,

BOMBAY, 23rd May 1907.

No. 448 of 1907.

The SECRETARY, BENGAL CHAMBER of COMMERCE,

Calcutta.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 832 of the 13th instant covering a copy of a letter from the Government of India regarding the transfer of Mr. P. R. Cadell from the Imperial Customs Service.

My Committee are obliged to you for forwarding the correspondence, and desire me to convey their thanks for your support in the matter.—I am, &c.,

J. B. LESLIE-ROGERS,

Secretary.

APPENDIX E-1.

DEFICIENCY OF ROLLING STOCK.

CHAMBER OF COMMERCE,

BOMBAY, 21st February 1907.

No. 156 of 1907.

The SECRETARY to the GOVERNMENT of INDIA,

DEPARTMENT of COMMERCE and INDUSTRY,

Calcutta.

SIR,—I am directed to confirm the Chamber's telegram of the 8th instant, reading :—

"Chamber in receipt of many complaints regarding scarcity of "goods wagons G. I. P. Railway. Cotton and Manganese "waiting carriage; detention causing serious loss to trade. "Chamber respectfully draw your attention to the matter and "strongly urge immediate increase of rolling stock."

In confirmation of the above telegram, I am to state that serious difficulties have been experienced by cotton merchants up-country owing to the great scarcity of wagons which exists at most of the trading centres on the G. I. P. Railway. Large numbers of full pressed bales of cotton are at present lying at various stations, and serious losses are being incurred by the trade owing to detention, just when the bales are urgently required in Bombay for tender against contracts and for immediate shipment. At the present moment, very large stocks of cotton are awaiting wagons at Shegaum, Khamgaon, Khandwa, Akola, Murtizapur and Nagpur, and these stocks are increasing daily.

The same difficulties are experienced with reference to the seeds and grain trade, of which also extensive and rapidly accumulating stocks are awaiting wagons at Jubbulpore, Ahmednagar, Nagpur and Jhansi.

The most serious loss, however, is being sustained from want of wagons at present by the Manganese industry in the Central Provinces, where a steadily increasing accumulation of ore is taking place at the stations of Kamptee, Tharsa and Tumsur Road on the Bengal-Nagpur Railway, owing to the fact that that Railway

will not provide the wagons for the manganese traffic to Bombay. They are apparently willing to supply wagons for this traffic if for shipment to Calcutta ; but, my Committee are informed, they refuse to do so when the ore is for Bombay, and state that it is incumbent on the G. I. P. Railway to find the wagons for that traffic. At the above mentioned stations there is at the present moment the vast stock of 13,000 tons of manganese ore awaiting transport to Bombay.

Furthermore, my Committee understand that private enterprise has invested many lakhs of rupees in developing these manganese mines and in building over 50 miles of Light Railway to carry the ore to Tharsa and Tumsur Road stations. These feeder lines are now in a congested state, and traffic has been almost suspended owing to practically all available space at the above mentioned stations being occupied by large accumulations of ore.

My Committee understand that at the last Railway Conference it was distinctly laid down that the railway on whose system traffic originated, was bound to provide the necessary wagons. If this is so, it would appear that the Bengal-Nagpur Railway are bound to provide the wagons for this traffic to Bombay, and have no right to give an undue preference to traffic going eastwards.

The G. I. P. have done what they can to meet the requirements of this traffic, but with so many demands on their wagons, as emphasised, in the first part of this letter, it is impossible for them to supply anything like the number required ; and request you to kindly give this matter your very careful consideration, and to see that the trade westward is supplied with its right share of the available wagons.

My Committee would conclude by pointing out that the natural outlet of this manganese trade is towards Bombay, and it is an intolerable position if wagons are unobtainable because the mines are unfortunately situated within the sphere of the Bengal-Nagpur Railway.—I have, &c.,

H. E. E. PROCTER,
Chairman.
J. B. LESLIE-ROGERS,
Secretary.

Similar letter to the Secretary, Railway Board, Calcutta.

CHAMBER OF COMMERCE,
BOMBAY, 21st February 1907.

No. 157 of 1907.

The SECRETARY to GOVERNMENT,
PUBLIC WORKS DEPARTMENT (RAILWAY BRANCH),
Bombay.

SIR,—I have the honour, by direction of the Committee of the Bombay Chamber of Commerce, to forward herewith for your information a copy of a letter addressed to the Secretary to the Government of India, Commerce and Industry Department, and the Secretary to the Railway Board, respectively, drawing attention to the serious loss to trade caused by the scarcity of wagons at most of the centres of the cotton and manganese ore trades.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
(RAILWAYS),
CALCUTTA, 26th February 1907.

No. 1881.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 156, dated the 21st February 1907, regarding the scarcity of wagons on the Great Indian Peninsula Railway, and the alleged refusal of the Bengal-Nagpur Railway to supply wagons for the manganese traffic to Bombay. I am to say that the matter is receiving the attention of the Government of India.—I have, &c.,

J. CAMPBELL,
Under-Secretary to the Government of India.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
(RAILWAYS),
CALCUTTA, 18th March 1907.

No. 2516-26.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—In continuation of my letter No. 1881, Railways, dated the 26th February 1907, I am directed to forward, for the information of your Chamber, a copy of a letter addressed to Messrs. Killick, Nixon and Company, Bombay, No. 2334-26, Railways, dated the 12th March 1907, on the subject of the deficiency in the supply of railway wagons.—I have, &c.,

J. CAMPBELL,
Under-Secretary to the Government of India.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
(RAILWAYS).
CALCUTTA, 12th March 1907.

No. 2334-26.

To MESSRS. KILLICK, NIXON AND COMPANY,
Bombay.

GENTLEMEN,—I am directed to refer to the correspondence ending with Mr. Campbell's letter No. 1835, dated the 26th February 1907, regarding the deficiency in the supply of wagons on the Bengal-Nagpur Railway.

2. The subject has received, and will continue to receive, the careful consideration of the Government of India. The complaints regarding the non-supply of rolling stock are general, and are not confined to any particular line or to any one branch of trade. The

demands for stock on the Bengal-Nagpur Railway are, it has been ascertained, very largely in excess of the wagons available, and that line cannot at present supply wagons for all the traffic offering.

3. The Government of India are satisfied that the railway officials fully recognise the seriousness of the situation, and that they are doing their best to distribute the available stock fairly among the different interests affected. Further than this it does not appear that any immediate relief is possible in present circumstances, but, as has been already stated, the matter is receiving the attention of the Government of India with a view to early remedial action being taken.

4. I am to add that the Government of India will be glad to receive any proposals which you may desire to make for the provision of private rolling stock. In this connection, I am to request that you will be good enough to quote the authority for the statement contained in para. 8 of your letter of the 8th February to Mr. W. L. Harvey, to the effect that the Government of India do not allow the public to own any rolling stock.—I have, &c.,

B. ROBERTSON,
Offg. Secretary to the Government of India.

CHAMBER OF COMMERCE,
BOMBAY, 3rd May 1907.

No. 388 of 1907.

The AGENT, G. I. P. RAILWAY,
Bombay.

SIR,—The attention of the Chamber has frequently been drawn of late to the extraordinary shortage of wagons and the great difficulty experienced in getting down supplies of any description to this Port. Complaints have reached my Committee regarding the partial or total stoppage in the movement of cotton, manganese, coal and seed-grain. While manganese and coal can be transported throughout the year, it is recognised that cotton and grain have specified and comparatively short seasons, when rapid carriage to the port of shipment is a necessity.

This year, owing to the unusual deficiency in wagons, considerable concern is felt regarding the large supplies of grain which are now lying in various parts of the country, and which cannot be removed for the above reason. Much of these food grains, it is feared, will be damaged or lost by further exposure; and my Committee are in consequence anxious to know how you propose to deal with the matter, and what special arrangements you are making to get down these perishable supplies before the season ends.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

Similar letters to the Agents, B. B. & C. I. and S. M. Railways.

SOUTHERN MAHRATTA RAILWAY CO., (LD.),
AGENT'S OFFICE,
DHARWAR, 10th May 1907.

No. 4626.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—In reply to your letter No. 388, dated the 3rd May 1907, I note as follows:—

We quite recognize what you urge about cotton and grain having at this season precedence of manganese, fuel, etc., and some weeks ago we restricted the booking of manganese and fuel in favour of cotton and grain.

So far I believe no serious detentions to or accumulations of grain and cotton have occurred, though, during the last few days, we have had considerable difficulty about labour. We are doing everything possible to get over this, getting men in from outstations, etc., and I trust that the general result will be that, though delays may have occurred, the whole of the stuff offering may be worked off before the end of the season and without serious delays.—I have, &c.,

J. BURN-MURDOCH, LT.-COL., R. E.,
Agent.

BOMBAY, BARODA & CENTRAL INDIA RAILWAY.

INCLUDING

RAJPUTANA-MALWA RAILWAY,

AGENT'S OFFICE, BOMBAY, 15th May 1907.

No. 7102.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—In reply to your letter No. 388, dated 3rd May 1907, I am afraid I can only say we will do the best we can in regard to the transport of grain. With respect to manganese we have fully appreciated the point emphasized by the Chamber and have restricted the traffic in this commodity very considerably. It has however to be remembered that in certain cases the Manganese Companies not anticipating the shortage of stock, bought freight in advance, so that it was necessary to assist them in avoiding forfeiture of this freight. The shortage of wagons on the B. B. & C. I. Railway would not have been so pronounced, but for the fact that in order to maintain the train services on this and the R.-M. Railways we were compelled to lend a large number of wagons to the East Indian Railway for the carriage of locomotive coal.

2. We are endeavouring to obtain a considerable increase of stock during the current and three following years, and provided sufficient funds are allotted by Government I trust we shall then be in a position to deal satisfactorily with all the traffic offering.—I have, &c.,

A. D. G. SHELLEY,
Agent.

GREAT INDIAN PENINSULA RAILWAY COMPANY,

AGENT'S OFFICE, VICTORIA TERMINUS,

BOMBAY, 22nd May 1907.

No. 12234.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I have to acknowledge receipt of your letter No. 388, dated 3rd May 1907, stating that the attention of the Chamber of

Commerce has frequently been drawn to the shortage of wagons and the great difficulty experienced in getting down supplies of any description to this port, and inquiring how this Company proposes to deal with the matter, and what special arrangements are being made to get down perishable supplies before the present season ends.

2. In reply, I am to inform you that every effort has been made to get assistance from foreign railways, but without result. Every wagon that can be obtained has been brought into use. Railway work necessitating the use of wagons has been stopped, as far as possible, and ballast wagons are being used for public traffic.

3. The present situation is entirely due to the volume of traffic now offering being in excess of our existing rolling stock capacity. Every endeavour is, however, being made to use the existing stock to the best advantage for the public.

4. As regards the manganese ore trade, the difficulty of transport has arisen through the Bengal-Nagpur Railway failing to supply wagons for the traffic which originates on that Railway, and the G. I. P. Railway can in no way be held responsible for the complaints from this section of the trade. This Company has, to the detriment of traffic originating at stations on its own line, assisted the B.-N. Railway with wagons for their traffic, as far as it has been possible to do so. The position has, however, been aggravated by that railway having used G. I. P. wagons that were made over to them for the manganese ore traffic, for other traffic.

5. While much regretting the position in which the trade finds itself, this Company is powerless, at the present moment, in the absence of facilities for moving the traffic, to remedy matters. Action has, however, been taken in regard to the supply of more rolling stock, with a view to putting this railway in a better position to carry heavy traffic offering in the busy season, in the future.—I am, &c.,

FRANK MUIR,
Secretary.

APPENDIX E-2.

RAILWAY RATES.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 18th May 1907.

No. 1837 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to address you in regard to a proposal made by the Agent of the G. I. P. Railway Company to compute the distance between Bombay and Delhi by the Itarsi and Agra route as the same as that by the shorter route *via* Sabarmati, in order to secure equalization with the rates quoted by the B. B. & C. I. Railway by the latter route.

2. Since the opening of the Grand Chord Line of the E. I. Railway, the distance between Delhi and Howrah has been shortened by 51 miles. Formerly the distance between those two places was 954 miles, now it is 903. By the B. B. & C. I. Railway Sabarmati route the distance from Delhi to Bombay is 848 miles and by the G. I. P. *via* Itarsi 957 miles. Thus there is a difference of 54 miles in favour of the E. I. Railway between Delhi and Howrah as compared with the G. I. P. route from Delhi to Bombay, and the B. B. & C. I. Railway route to Bombay is 109 miles shorter than the G. I. P. Railway route to Bombay.

3. To attract traffic to and from Howrah, it is reported that the E. I. Railway have reduced their rate for grain and seeds between Delhi and Howrah from Rs. 0-7-11 to Rs. 0-7-6 per maund, the latter charge being at the rate of 1/10th pie per maund per mile, the sanctioned minimum. As stated in the preceding para., the distance from Delhi to Bombay *via* the Itarsi route is 957, and, at 1/10th pie the rate works out to 8 annas per maund, which is the lowest figure the G. I. P. can quote under the present minimum. The distance from Delhi to Bombay by the B. B. & C. I. Railway is however only 848 miles, and as it was not possible for the G. I. P. Railway to equalize with the E. I. Railway, the Delhi-Bombay traffic was allotted to the B. B. & C. I. Railway who, it is reported, have now

quoted Rs. 0-7-1 per maund (which is their minimum) in place of their former rates of Rs. 0-9-6, thus placing the Bombay Port in the same position as Howrah Port as regards the grain rates from *via* Delhi, *i. e.*, in ratio of mileage. Similarly, the B. B. & C. I. Railway have also, it is reported, quoted the minimum rates for certain other articles from Bombay, with which, owing to its longer distance, the G. I. P. Railway cannot now equalize.

4. Another illustration is afforded by the case of Hathras. The distance from Hathras Junction to Howrah is 806 miles by the E. I. Railway route. The distance from Hathras to Bombay by the combined G. I. P. and E. I. Railway route (*i.e. via* Agra) is 882 miles, and *via* the B. B. & C. I. Railway narrow-gauge route to Bombay the distance is 883 miles. For traffic from Hathras to Bombay *via* Agra, the E. I. Railway however charge (it is said) the maximum mileage rate over their 43 miles of the route between Hathras and Agra, so that the lowest that can be quoted for grain and seeds by the G. I. P. Broad-gauge route from Hathras to Bombay is Rs. 0-8-11 per maund, whereas the B. B. & C. I. Railway having complete control of their entire route from Hathras to Bombay can and do charge the minimum throughout, making their rate Rs. 0-7-4 against the E. I. R. rate of Rs. 0-6-9 to Howrah.

5. It is represented by the G. I. P. Railway that the grain traffic from Delhi and *via* Delhi to Bombay has hitherto followed the G. I. P. route, but, because of this route not being able any longer, without infringing the minimum, to nearly equalize with the E. I. Railway to Howrah, the whole of the traffic if it is to be retained for Bombay, will go by the B. B. & C. I. Railway route, which alone can now compete with the shortened distance to Howrah. The B. B. & C. I. Railway route, it is stated, involves two transhipments of the *via* Delhi traffic, one at Delhi and the other at Sabarmati; on the other hand the G. I. P. has a direct broad-gauge route from Delhi to Bombay for Delhi and *via* Delhi traffic. It should, however, be remembered that the new route *via* the Nagda-Muttra Railway will not involve any transhipment. The distance from Delhi to Bombay *via* this new all broad-gauge route will be 863 miles.

6. It is further represented that if the actual mileage and existing minimum mileage rates continue to be adopted in com-

puting the rates to Bombay, the G. I. P. route (including the Agra-Delhi Chord) will be precluded from carrying any of the grain traffic between Northern India and Bombay and that the whole of the traffic will be driven to the B. B. & C. I. Railway, a result which in times of pressure, may affect adversely the trade and Port of Bombay.

7. It has accordingly been suggested by the G. I. P. Railway that, in the interests of the Port of Bombay, the G. I. P. Railway should be allowed to compute the distance between Bombay and Delhi as the same as that by the shorter route *via* Sabarmati in order to secure equalization with the rates quoted by the B. B. & C. I. Railway. It is stated that this principle has been adopted in other instances, *e.g.*, the E. I. Railway have been empowered, in quoting rates between Agra and Delhi, to reckon their distance as equal to that by the Agra-Delhi Chord route, or in other words they have been allowed to shorten their distance by 13 per cent. But it should not be overlooked that in this case the E. I. Railway have running powers over the Agra-Delhi Chord Railway. Again it is stated that the minimum rates have similarly been relaxed by Government in regard to rates from the Bengal Coalfields to Calcutta where the B.-N. Railway have been permitted to calculate their distances from the Jheria Coalfields to Calcutta as 170 miles, which is the distance by the shorter route over the E. I. Railway. This, it is stated, means a reduction of over 14 per cent., but it is doubtful whether on *actual* distances it exceeds 10 per cent. It is stated that there are also other instances in which the longer routes have been protected by similar orders, and it is argued that the B. B. & C. I. Railway route for traffic between Bombay and Delhi is shorter by only 12 per cent. and moreover involves transhipment.

8. I am to enquire whether the Chamber would be disposed to support, or would object to, a proposal that the G. I. P. Railway should be allowed to reckon the distance between Bombay and Delhi as equivalent to that by the shortest route in order to secure equalization with the rates quoted by the B. B. & C. I. Railway by the Sabarmati route.

9. It follows that if the G. I. P. Railway are allowed to equalize the mileage by their route to that by the Sabarmati route, the Nagda-Muttra route will claim to do likewise.

10. Furthermore, if the broad-gauge lines to Bombay are allowed to ignore actual mileages from Delhi by their routes, it is only natural to suppose that the routes to other ports will claim to do the same.—I have, &c.,

W. HOWARD,
Under-Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 7th June 1907.

No. 468 of 1907.

The SECRETARY to GOVERNMENT,
P. W. DEPARTMENT, (RAILWAY BRANCH),
Bombay.

SIR,—I am instructed to acknowledge receipt of your letter No. 1837, of the 18th ultimo, in which you ask for the views of this Chamber in regard to a proposal made by the Agent of the G. I. P. Railway Co., to compute the distance between Bombay and Delhi by the Itarsi and Agra route as the same as that by the shorter route *via* Sabarmati, in order to secure equalization with the rates quoted by the B. B. & C. I. Railway by the latter route.

2. The matter has received the careful consideration of my Committee, who feel that the point raised by the G. I. P. Railway of "commuting mileage," or in other words asking to be allowed to work under minima rates, would be likely to open up many difficult questions which they do not think it would be wise to raise.

3. Whilst the Chamber must always insist on the full benefit of rates due to shorter mileage, the Committee consider that the question of traffic by a longer distance from a common centre, and the amount to be received by the railway carrying such traffic, are matters which ought to be settled by the Railway Board.—I have, &c.,

C. H. ARMSTRONG,
Chairman,

C. J. MICHAEL,
for Secretary.

APPENDIX E-3.

RAILWAY FINANCE COMMITTEE.

CHAMBER OF COMMERCE,
BOMBAY, 3rd May 1907.

No. 379 of 1907.

The SECRETARY, BENGAL CHAMBER of COMMERCE,
Calcutta.

DEAR SIR,—With reference to the Committee on Indian Railways, recently appointed by the Secretary of State, it will be noticed that the said Committee consists of:—

Sir James Mackay (Chairman),
Sir Felix Schuster,
Mr. Abrahams, representing the India Office,
Sir David Barbour, & Sir Walter Lawrence, } Representing the Railway Companies.

In the above the Indian Railways do not appear to my Committee to be adequately represented, and they suggest including (*a*) an Indian Commercial Member, and (*b*) an officer of Indian Railway experience, both of whom being available in England. The following names suggest themselves, *viz*:—

Sir Ernest Cable, of the firm of Messrs. Bird & Co., Calcutta, and for Railways either Mr. Wenden, late Agent of the G. I. P., or Sir William Bisset, at one time Agent of the B. B. & C. I. R.

It is thought that a representation on this subject should be made to Government. But before taking any further action my Committee would be glad to have your views on the matter, as also your opinion as to the suitability of the names suggested.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 14th May 1907.

No 852 of 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

DEAR SIR,—I am directed by the Committee to acknowledge the receipt of your letter, dated 3rd May, with reference to the Commission which has been recently appointed by the Secretary of State to investigate certain matters connected with Indian Railways.

2. You invite an expression of opinion upon a proposal that Government should be asked to add to the Commission (1) an Indian Commercial Member, and (2) an officer of Indian railway experience.

3. In reply I am to say that the Committee are generally in accord with, and are prepared to support, this proposal. For they agree with you in thinking that Indian railways do not appear to be adequately represented on the Commission. But they are hardly disposed to go so far as to suggest the names of the gentlemen who might be appointed. Their recommendation would be to the effect that there should be added to the Commission (1) a Commercial Member with recent experience of India, and (2) an Indian railway officer with recent experience.—I am, &c.,

H. M. HAYWOOD,

Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 23rd May 1907.

No. 444 of 1907.

The SECRETARY to the GOVERNMENT of INDIA,

DEPARTMENT of COMMERCE and INDUSTRY,

Simla.

SIR,—With reference to the recent announcement regarding the appointment of a special Commission to investigate the working

and financing of Indian Railways, I am desired to state that though my Committee welcome the formation of this Commission, an impression prevails that whilst the financial aspect of the enquiry will be extremely strong, the interests of Indian Railway Administration and of Commerce will not be adequately represented by the Commission as at present constituted.

2. My Committee clearly recognise the great importance of the Commission, and the many advantages that should accrue to the country by the investigation that is about to be held; but railway administration in India has now become a vast and complicated question requiring personal and extended experience of its many ramifications. The enormous expansion of indigenous industries and business generally has far outstripped the carrying capacity of Indian lines, as is evident from the demand that has lately arisen for a great increase in the number of wagons; the inability to comply with this demand resulting in serious dislocation, and even entire loss of trade in some instances. The Railway system throughout the country has also been restricted, private enterprise has been checked, and various lines have been unable to meet the legitimate demands made on them owing to the defective manner in which they have hitherto been financed. To make a thorough and exhaustive enquiry into so large and technical a question will, it is felt, require expert and long practical knowledge of railway management and the prevailing conditions affecting it of recent years in India.

3. My Committee, as already stated, readily acknowledge the strength of the Commission from a financial point of view, but they cannot help giving expression to a feeling of disappointment at finding that there are no members on it who have had any practical experience of Indian Railways since the formation of the Railway Board. It is however possible that it may be intended to depute a Sub-Committee of the present Commission to visit India and take evidence on the spot. This would undoubtedly be an advantage and would give greater weight to the Commission's findings. But even the above arrangement, they are of opinion, would not be as convincing and as satisfactory as the appointment of two or more members with recent Indian experience on the Commission itself who would be present at its deliberations, and have a hand in shaping the final report.

4. Considering the intimate relations of Commerce with Railways, and the inter-dependence of one with the other, my Committee, consider that the recommendations of the Commission may lack practical value unless, as regards the shortcomings of the present Railway system in this country, these two interests are directly represented. Taking this view of the situation my Committee would respectfully suggest that two additional members be appointed to the Commission, *viz*:—

(*a*) An official with a practical knowledge of present day requirements of Indian Railways;

(*b*) And a merchant of recent Indian experience; and they trust in conclusion that the Government of India will be pleased to take an early opportunity of representing the Chamber's views in this matter to the Secretary of State for India.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS.
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 24th May 1907.

No. 450 of 1907.

The SECRETARY to GOVERNMENT,
P. W. DEPARTMENT, (RAILWAY BRANCH),
Bombay.

SIR,—I have the honour to forward for your information a copy of a letter my Committee have addressed to the Government of India regarding the constitution of the special Commission recently appointed by the Secretary of State to investigate the working and financing of Indian Railways.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 24th May 1907.

No. 449 of 1907.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,

Calcutta.

DEAR SIR,—I am instructed to acknowledge with thanks, the the receipt of your letter No. 852 of the 14th instant, and to forward herewith for your information a copy of a letter my Committee have now addressed to Government on the subject.—I am, &c.,

J. B. LESLIE-ROGERS,

Secretary.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY

(RAILWAYS).

SIMLA, 30th May 1907.

No. 4647-62.

The CHAIRMAN, CHAMBER of COMMERCE,

Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 444, dated the 23rd May 1907, regarding the constitution of the Commission appointed to investigate the working and financing of Indian Railways.

2. In reply, I am to say that a copy of the letter has been forwarded to the Secretary of State for India, for such action as he may consider it desirable to take in the matter.—I have, &c.,

J. CAMPBELL,

Under-Secretary to the Government of India.

No. 9978—9985.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY

(RAILWAYS.)

From

W. L. HARVEY, Esq., C.I.E., I.C.S.,

SECRETARY to the GOVERNMENT of INDIA,

To—

THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

THE SECRETARY TO THE BOMBAY CHAMBER OF COMMERCE.

THE SECRETARY TO THE MADRAS CHAMBER OF COMMERCE.

THE SECRETARY TO THE KARACHI CHAMBER OF COMMERCE.

THE SECRETARY TO THE RANGOON CHAMBER OF COMMERCE.

THE SECRETARY TO THE UPPER INDIA CHAMBER OF COMMERCE.

THE SECRETARY TO THE PUNJAB CHAMBER OF COMMERCE.

THE SECRETARY TO THE CHITTAGONG CHAMBER OF COMMERCE.

CALCUTTA, the 30th November 1907.

SIR,—In accordance with the promise made by the Right Honourable the Secretary of State for India to the deputations that waited on him in March last, from the Indian Railway Companies and from East India Merchants, a Committee was appointed to enquire and report on certain important questions concerning Indian Railways and their administration. It was at first arranged that a deputation consisting of Sir James Mackay, the Chairman, and Sir Walter Lawrence, one of the members, accompanied by the Secretary of the Committee and by Mr. Brereton, the Government Director of Indian Railways, should visit India to receive evidence from officials, and from representatives of the mercantile community on the subject of the enquiry. But the Secretary of State has now intimated that the deputation of these gentlemen to India has been abandoned, and that it is considered sufficient for the Committee to receive the views of those interested in the subject in India by letter. Mr. Brereton will however visit India in his capacity of Government Director of Indian Railway Companies.

2. The following are the points which have been remitted to the Committee for enquiry :—

(1) Whether the amounts allotted in recent years for railway construction and equipment in India are sufficient for the needs of the country and for the development of its trade ; and, if not, then

(2) What additional amounts may properly and advantageously be raised for this purpose ;

(3) Within what limits of time, and by what methods they should be raised ;

(4) towards what object should they be applied ;

(5) whether the system under which the Railway Board now works is satisfactory, or is capable of improvement, and to make recommendations.

3. If the Committee of your Chamber desire to make any representation on the above subjects, I am to request that they may be sent direct to the Secretary, Railway Finance Committee, India Office, London, and that a copy of the communication may at the same time be forwarded for the information of the Government of India.—I have, &c.,

W. L. HARVEY,

Secretary to the Government of India.

No. 9986.

ORDERED, that a copy of the above letter be published in the *Gazette of India* with the intimation that the procedure indicated in paragraph 3 may be followed by any other public body who may desire to address the Committee on the subjects of the enquiry.

G. RAINY,

Under-Secretary to the Government of India.

CHAMBER OF COMMERCE,
BOMBAY, 20th December 1907.

No. 1137 of 1907.

The SECRETARY,
RAILWAY FINANCE COMMITTEE,
INDIA OFFICE,
London.

SIR,—The Committee of this Chamber have been favoured with a communication from the Secretary to the Government of India, Department of Commerce and Industry, informing them of the abandonment of the projected deputation to enquire and report on certain important questions concerning Indian Railways and their administration; and further the Committee have been invited, if they so desire, to express their views on the following subjects:—

(1) Whether the amounts allotted in recent years for Railway construction and equipment in India are sufficient for the needs of the country and for the development of its trade; and, if not, then

(2) What additional amounts may properly and advantageously be raised for this purpose;

(3) Within what limits of time, and by what methods they should be raised;

(4) Towards what object should they be applied,

(5) Whether the system under which the Railway Board now works is satisfactory, or is capable of improvement, and to make recommendations.

2. In accordance with the request of the Secretary to the Government of India, I am now instructed by my Committee to forward for your information the following general representation on the points above referred to.

3. I am desired, however, to preface my remarks by an expression of my Committee's regret at the abandonment of the projected deputation to India, as it is felt that written statements can never convey information as fully as personal enquiries on the spot and contact with the people out here would have done. It is therefore to be regretted that when expectations were raised regarding the

arrival in India of the said deputation, that it should suddenly and unexpectedly have been cancelled.

4. My Committee have most carefully considered the Railway question in its various aspects, and have concluded that the existing dissatisfaction with the Railway administration in India may be set down to (*a*) defective financial arrangements, and (*b*) to faulty organization.

5. Dealing with the former, my Committee are of opinion that the amounts allotted in recent years for construction and equipment have not been sufficient for the needs of the country and for the development of its trade. They further consider that an allotment having once been made to a Railway Company, it should not again be withdrawn or its expenditure interfered with by Government; that such allotments should be vested in the Railway Board, and any unexpended balance should not be allowed to lapse at the end of a financial year and be passed into the revenue of the following year. The unexpended balance should, in their opinion, be earmarked, and either kept in suspense or entirely handed over to the Company concerned.

6. Beyond the allotments of the larger amounts now advocated for the construction and maintenance of Railways, it is believed that additional amounts might properly and advantageously be raised by the Companies themselves on the security of their net earnings; and that these additional amounts should be sufficiently large in the first instance to thoroughly equip the existing lines—doubling where necessary; any balance remaining being ultimately utilised in carrying on extensions that may be considered advisable.

7. My Committee further consider that the contracts are at present limited to too short a period, and that they should be prolonged to say 50 years, with a view to making railways more attractive for purposes of investment, experience having shown that under existing conditions shareholders lose interest in a Company whose period of contract is on the wane. On the other hand, my Committee wish to strongly guard against the over-capitalising of Indian Railways. It is feared this is being done to a certain extent at present by the inclusion in the capital of a Company of amounts spent on unproductive works, when such amounts should be written off as maintenance expenditure.

8. The Railway Board, as at present constituted, is merely a Sub-Department of the Department of Commerce and Industry, and it is believed that their functions are thereby considerably hampered, and the scope of their operations greatly curtailed. My Committee are of opinion that it would be advantageous not only to allow the Board a free hand in general administrative work, but to entirely separate it from the above Department, and to give the President a seat in the Council. The number of the Board my Committee would leave as at present, merely remarking that, if possible, one member should be specially qualified to deal with financial and commercial problems.

9. It must, however, be understood that the Committee do not recommend the separation of Railway Finance from the general Budget Estimates, because it is realised that for some time to come the railways will not be able to borrow all they require on the security of their net revenues, and that therefore grants must necessarily still be looked for from Government.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX E-4.

LOCAL COMMUNICATIONS.

CHAMBER OF COMMERCE,
BOMBAY, 22nd March 1907.
No. 253 of 1907.

The SECRETARY to GOVERNMENT,
PUBLIC WORKS DEPARTMENT (RAILWAY BRANCH),
Bombay.

SIR,—On the 10th of November 1904 the Committee of the Chamber had the honour of addressing you on the subject of "Local Communications" in the City and Island of Bombay. It was then

pointed out that unless a system of rapid communication was established with the new Trade Depôts which are now being formed at Mazagon and Sewree business would be seriously inconvenienced.

2. As the new reclamation at Mazagon has been completed, and as work has commenced at the new Bulk Oil Installation at Sewree, the want of proper communication with that part of the town is now beginning to be seriously felt. My Committee would, therefore, suggest that at the earliest possible date the Electric Tram Service should be extended to the Kala Chowkee at the end of the Reay Road, to be carried on to the Installation at Sewree as soon as the road thither is ready for it. As you are aware the Tram Service extends at present to the end of the Frere Road only; and owing to the railway at Wari Bunder, and to that unsatisfactory area around Lawrence DeLima Street, it is perhaps not easy to carry it further, but as it is understood that a new road is in contemplation at the foot of Bhundarwada Hill, connecting the north end of the Frere Road with the Reay Road, my Committee hope that this connecting link will be finished as quickly as possible, so that the Tram Service may be extended without further delay into what—at no very distant date—must be an exceedingly busy part of the Island.

3. The bridging of the railway at Wari Bunder my Committee consider a necessity, for rapid communication between the Fort and the new Trade Depôt is absolutely necessary, and this being so a level crossing cannot be tolerated. As the building of a bridge will take time my Committee would urge that this question be settled as rapidly as possible, so that work may be commenced at an early date. In bringing forward this question, however, my Committee do not in any way waive the contention they put forward in 1904 that railway communication for passengers to the new Trade Depôt is most necessary, and they would commend this matter to the very earnest consideration of Government, who, it is felt, will realise that a distance of 4 to 6 miles between business offices in the Fort—where they must of course remain—and the large Trade Depôts—to which reference has already been made—will be a serious matter unless constant and rapid communication by rail is established. The Tram Service along the Reay Road is of course a necessity in any case, but this must be supplemented by an efficient local train service or business will be seriously hampered. With a view to making the

new Trade Depôts as easy of access as possible, my Committee would further draw attention to the various level crossings which at the present time cut off free communication between one side of the Island and the other. As an instance they would refer to the level crossings at Mahalaxmi and Byculla, which are a serious block to those who desire to travel rapidly from Malabar or Cumballa Hills to Mazagon. The cart traffic at these crossings and at Parel is also frequently blocked, and this inconvenience will be more seriously felt as time goes on and the trade and population of the City increase. This difficulty can only be got over by bridging, and my Committee feel that the time has now come when this question should be discussed and decided on, so that by the time the general Trade Depôt is opened at Mazagon easy and rapid access may be possible from every part of the Island.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 22nd March 1907.

No. 252 of 1907.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—At the last meeting of the Committee of the Chamber, the question of rapid communication with the new Trade Depôt at Mazagon and with the new Bulk Oil Installation at Sewree was discussed at some length; and in view of the recommendations of the Commission of 1899 that the construction of the Port Trust Railway would open up large areas of building land and by making access easy help to diminish overcrowding, it was eventually decided to ask you to be so good as to inform the Committee what arrangements the Port Trustees have in contemplation for carrying passengers by rail from a central situation in the Fort, say somewhere near the Ballard Road to the places mentioned above? The question of constant and rapid communication with the new Trade Depôt at Mazagon is a very important one, and the Committee feel that unless Merchants and Traders can be carried thither by train business will be seriously inconvenienced.

Trusting this matter will receive your consideration, and that you will favour the Chamber with an early expression of the views of the Port Trustees.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 3rd April 1907.

No. 1197 of 1907.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 253, dated 22nd March 1907.

2. The Committee of your Chamber consider that at the earliest possible date the Electric Tram Service should be extended to the Kala Chowki at the end of the Reay Road; that the bridging of the Railway at Wadi Bunder is a necessity, as rapid communication between the Fort and the new Trade Depôt at Mazagon is absolutely necessary; and that this being so, a level crossing at Wadi Bunder cannot be tolerated. Your Committee accordingly urge that this question be settled as early as possible, so that work on the over-bridge may be commenced at an early date.

Your Committee also draw attention to the inconvenience caused by the existence of the several level crossings in the Island on the two Railways, north of Byculla, and urge that the time has now come when this question should be discussed and decided on, so that by the time the General Trade Depôt at Mazagon is opened, easy and rapid access to and from it may be possible from every part of the Island.

3. In reply, I am to state for the information of your Chamber that the question of the need for the early construction of the proposed Frere Road Overbridge at Wadi Bunder has already been taken up by Government, and the parties concerned, *viz*, the Port Trust, the Municipality and the Railway Company have been

addressed on the 27th February last. Your letter is also now being communicated to them and it is hoped that those bodies will see their way to arrive at a satisfactory decision at an early date.

4. The question of the construction of proposed overbridges across the two Railways north of Byculla has been under the consideration of Government and the Municipal Corporation for a considerable time, and Government are awaiting the reply of the Corporation to the communications addressed to that body relative to the incidence of the expenditure. Government hope that a settlement of this question also may be arrived at, at an early date.—I have, &c.,

J. S. BROWN,
Secretary to Government.

BOMBAY PORT TRUST,
BOMBAY, 6th May 1907.

No. 2861.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter No. 252, dated 22nd March 1907, I am directed to say that enquiry is being made as to the possibility of alternative methods for quick transit to the New Good Depôts, and the Trustees hope to address you later on the subject.—I have, &c.,

H. E. HART,
Secretary.

P. W. DEPT., RAILWAY BRANCH,
BOMBAY CASTLE, 14th May 1907.

No. 1789 of 1907.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to my No. 1197, dated 3rd April 1907, on the subject of the proposed Frere Road Overbridge at Wadi Bunder, I am directed to forward, for the information of your Chamber, a

copy of a letter from the Secretary to the Bombay Port Trust, No. 2869, dated 6th May 1907, and to ask whether the Chamber are aware of the proposals which the Port Trust has in view and whether they are prepared to acquiesce in a postponment of consideration of the question of constructing the bridge.—I have, &c.,

J. S. BROWN,
Secretary to Government.

Copy of letter No. 2869, dated 6th May 1907, from the Chairman, Bombay Port Trust, to the Secretary to the Government of Bombay, Public Works Department, Railway Branch.

With reference to your letters Nos. 700 and 1196, dated 27th February and 3rd April 1907, respectively, I am directed to say that under any circumstances nothing can be done until the G. I. P. Goods yard west of the Frere Road is ready which, the Trustees are informed, will be on 1st January 1908. The Trustees entirely concur with the Chamber of Commerce as to the great importance of extending the Tramway Service across Wadi Bunder along the Reay Road to the Kala Chowkey and ultimately to Sewri with a branch line taking off at Dockyard Road and crossing the Railway by the proposed bridge at the Harbour Defences Yard and following the line of Magazine Street (which is to be widened to 100 feet) right on to the site of the proposed Cotton Green on the New Reclamation.

As regards the extension across the Wadi Bunder Yard, I am to say the Trustees have now under consideration proposals which will be submitted to Government in due course, and which, if approved, will entirely dispense with the necessity for an overbridge at Wadi Bunder and will preserve the through road from the Town Hall to Sewri for Tramway and wheeled traffic practically unimpeded by Railway crossings. The saving in expenditure that will thereby be effected in the case of the Wadi Bunder Bridge alone will be very considerable; that work if made of the full designed length was estimated to cost Rs. 8 lakhs, including approaches but excluding

the value of the land occupied by the necessary low-level roads in connection therewith. This was for a bridge 50 feet in width only, whereas it is now considered the width would have to be the full width of the road, namely, 90 feet.

In these circumstances I am to say that the Trustees advise that the further consideration of the subject be deferred until a decision on the proposals referred to has been arrived at.

CHAMBER OF COMMERCE,

BOMBAY, 5th July 1907.

No. 575 of 1907.

The SECRETARY to GOVERNMENT,

P. W. D., RAILWAY BRANCH,

Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 1789 of the 14th May referring to the proposed Frere Road Overbridge, and enquiring whether my Committee are aware of the proposals which the Port Trust have in view, which have since been communicated to my Committee; and whether they are prepared to acquiesce in postponing consideration of the question of constructing the said bridge.

2. In reply, I am to state that whilst my Committee are strongly averse to indefinite delay, they are in the circumstances agreeable to a temporary postponement of the question, provided that within the next few months the point at issue is finally settled. The Committee have, however, resolved to press for the construction of an overbridge if even a single line of railway crosses any section of Frere Road.—I have, &c.,

C. H. ARMSTRONG,

Chairman.

J. B. LESLIE-ROGERS,

Secretary.

DEVELOPMENT OF BOMBAY CITY.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 9th December 1907.

No. 7382 of 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—I am directed by His Excellency the Governor in Council to address you in connection with the numerous important schemes for the development of Bombay City and the improvement of communications in the Island that are now under consideration.

2. I am to refer, in the first place, to the difficulties that have arisen and which are daily forcing themselves more prominently into notice owing to the absence, in the past, of any comprehensive and well considered scheme for the development of Bombay Town and Island. As illustrations of this grave defect, it may be observed that the railways cut through the main lines of road communication leading out of the Island in such a manner as to very seriously inconvenience all traffic on these thoroughfares. A remedy has recently been suggested for the obstruction thus caused, by the erection of overbridges, at considerable expense. The railways have further been allowed to occupy both the eastern and western portions of Bombay although concentration on one portion might possibly be desirable not only in the interests of the trade of the Port, but more particularly for the benefit of residential areas. The B. B. & C. I. Railway carries cotton to Colaba, shutting off the Queen's Road from the sea, and necessitating the further transport of these large imports by bullock cart back through the Fort to the Docks. Further, adequate provision for the accommodation of the wealthy classes who require houses, either in the Fort or on Malabar Hill and its vicinity, is no longer available. The result has been a rise of rents in recent years that threatens, if it continue unchecked, to render Bombay as a place of residence more expensive than London, having regard to the nature of the house accommodation provided in the two capitals. Simultaneously a marked increase has occurred in the rent paid by clerks and other members of the less wealthy class,

who are now reduced to great straits in their endeavour to house themselves at a reasonable rate within reach of their daily objective. It is impossible at present to admit that the rents paid by either of these classes are such as might reasonably be expected for a town of less than one million inhabitants, occupying an island 11 miles in length. In the opinion of His Excellency the Governor in Council rents have been unduly increased by absence of adequate and suitable channels of communication, and by the resultant pressure on the area available. This general increase in the cost of house accommodation has seriously affected the working classes, who are now called on to pay from 3½ to 5 rupees monthly for a small apartment. As a result, hardship and insanitary overcrowding are inevitable.

3. These general remarks, it may be admitted, merely summarize matters of common knowledge. In the light of such knowledge, the City Improvement Trust are considering schemes for broad thoroughfares and the development of areas in the north of the Island. The Port Trust, in connection with the new Docks scheme, is concentrating railway traffic on the eastern foreshore. The Bombay Municipality are contemplating special expenditure on the broadening of existing roadways. The Millowners' Association has on numerous occasions discussed schemes for housing the mill operatives.

4. It is at this point that His Excellency the Governor in Council considers that special action is required in order to ensure that the efforts of all the great local authorities may be directed towards the best solution of the problems that are arising. I am to remark that the adoption of a settled policy, governing the general plan of all development for the next 20 years, appears to Government an urgent necessity if errors that have been patent in the past are not to be repeated. I am briefly to explain what, in the opinion of Government, the nature of the required policy should be.

5. The development of Bombay involves three main questions of leading importance. These I am now briefly to describe.

6. It appears in the first place necessary that an attempt should be made to divide the Island into natural areas for the accommodation of the upper, the middle and the lower classes with special reference to occupation. It is not intended to suggest that these

three classes can be settled entirely in different compartments. But it is essential that they should, as far as possible, be localized; otherwise the interests of one class will suffer by the intrusion, into areas suitable for them, of residents of another. As an instance I am to refer to a scheme for the development of the Mahim woods. If the wealthier classes are to be attracted to this neighbourhood from the Fort, with its vicinity, and Malabar Hill, now almost fully occupied, the cost of residences in the locality will become prohibitive for others. A first class residential area being needed to supplement the Fort, with its vicinity, and Malabar Hill, it has now to be decided whether this can be most suitably provided, in the interest of the whole population, by the reclamation of a considerable area from Back Bay, or by the prosecution of schemes for developing such areas as the Mahim woods. Here evidently a well defined and clearly thought out policy is essential. Similar need exists for defining the residential areas to be allotted to the middle classes of the office clerk type, and to the mass of working men in Bombay.

7. In the second place, following on the decision of this first question, the channels of communication must be arranged. At present Bombay Island presents the extraordinary anomaly of rice being cultivated and buffaloes grazing within a few miles of land selling at Rs. 150 per square yard, while the bulk of the population is herded together in the south and centre of the town. No measures professing to deal with the housing question in the case of the bulk of the population are likely to prove of any value unless preceded by a broad and well reasoned scheme of main and subsidiary thoroughfares. Nor can due advantage be taken of the recent acquisition of rapid means of transit on the Bombay Electric Tramways until such a scheme has approached completion. The erection of a few large chawls in one or two selected localities is of little value until the general level of rents for the poorer classes has been brought under control. This control can be asserted by the construction of such thoroughfares.

8. Thirdly, when the population has been distributed in the fashion suggested, and the areas allotted to them rendered available by the construction of adequate roadways, it remains to be decided what method of travelling is most suitable. At present the railways ring the public into the Victoria Terminus and Colaba by lines

which converge at Parel. To a comparatively small extent, the City lying between these lines is served by the recently electrified tramways. Given a complete scheme of distribution for the population, and the necessary thoroughfares rendering the City accessible, it is for consideration whether the railway sphere, after the junction of the two lines, cannot most economically be restricted to the existing lines running into the Victoria Terminus, and discharging passengers in the heart of the business centre of Bombay. For the rest, tramways and motor routes may prove suitable and adequate, and the travelling public would tend to distribute itself along the lines of such means of communication as best fitted their economic position.

9. The Bombay City Improvement Trust have already performed valuable public work by removing certain small insanitary areas, by developing their properties in the Fort and its vicinity, by constructing some east and west thoroughfares, and by one small reclamation. After 10 years of useful activity the Trust are now approaching the inception of certain large schemes which are likely to engage their full resources for a period of some 20 years.

10. His Excellency the Governor in Council is anxious that the larger schemes now under contemplation may bear the impress of a reasoned policy of expansion on the lines indicated above. With a view to ensure that this policy may be framed in accordance, so far as may be possible, with the various interests of the Municipality, the Chamber of Commerce, the Millowners' Association and the Port Trust, I am to invite, for His Excellency's consideration, a full expression of the views of the Chamber on the points summarized below :—

(1) With the object of adding to the areas available for occupation by the wealthy classes, is it desirable—

(*a*) to prepare schemes for the construction of residential areas in north of the Island,

(*b*) to effect reclamations in Back Bay, or

(*c*) to utilize Trombay,

or to adopt more than one of these remedies simultaneously ?

(2) What are the immediate needs of the City in regard to channels of communication ? Should these be met by the widen-

ing of Abdul Rehman Street, and other means aimed at providing broad northern and southern thoroughfares throughout the length of the Island?

(3) Is it desirable to adapt the Victoria Terminus for the reception of all main passenger traffic into Bombay?

(4) Can the local railway traffic be brought from Parel into the Victoria Terminus in future, along the existing G. I. P. route, from Parel, thus enabling the B. B. & C. I. Railway to be dispensed with from Grant Road onwards, or should the present B. B. & C. I. line be retained for the purposes of local traffic as far as—

(*a*) Marine Lines,

(*b*) Church Gate,

(*c*) Colaba?

(5) Assuming the existence of free and rapid communication by rail, tramway or otherwise, and the construction of two arterial thoroughfares running north and south, what areas on the Island are specially suited to the housing of—

(1) the middle classes who visit the Fort daily for employment,

(2) the labouring classes including the mill-hands and other factory employés?

(6) What special measures are necessary or desirable in the nature of the provision of cheap workmen's trains or workmen's tramways to enable the labouring classes to be cheaply accommodated in the less frequented portions of the Island, where land is available on easy terms? Assuming that cheap fares can be arranged for traffic between certain hours, will the working classes be able to pay these fares and a rent adequate to give a reasonable return on the capital invested in accommodation schemes?

His Excellency the Governor in Council would welcome an early expression of the views of the Chamber on these points, in order that the policy which may be adopted should, so far as possible, be shaped in accordance with those views.—I have, &c.,

R. E. ENTHOVEN,
Acting Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 23rd January 1908.

R. E. ENTHOVEN, Esq., I.C.S.,
ACTING SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I have now to reply to your letter No. 7382 of the 9th of December 1907, with reference to the numerous important schemes that are now under consideration for the development of Bombay City and the improvement of communications in the Island.

2. This question in a somewhat different form was submitted to this Chamber by the Secretary to Government, Public Works Department, on the 13th of August 1904, and a reply was sent by the Committee of the Chamber on the 10th of November of that year. As this reply deals at some length with many of the points which have now to be decided, and as the views of the Chamber at the present time differ but slightly from the opinions then expressed, a copy of this letter is herewith forwarded for the information of His Excellency the Governor in Council.

3. Before dealing with the points on which a full expression of the views of the Chamber is invited, I may say that my Committee are very glad to note that it has now been decided to draw up a comprehensive and well-considered scheme for the development of Bombay Town and Island. In the 5th paragraph of their letter above referred to, written over three years ago, my Committee said that they considered the time had come when the whole subject of communications in Bombay must really be grappled with comprehensively, and they welcomed the enquiry of Government at that time as an effort in this direction. The need of such a scheme has become much more pronounced since then. The past three years have been a period of great prosperity, and with an increase of population, due in some measure to the many large works that are now being carried out in Bombay, rents have rapidly advanced, and the cost of living has also very greatly increased. The necessity for developing the northern portions of the Island has now therefore become a very urgent matter, and this, it is quite clear from para. 2 of your letter, is fully recognized by Government. The increase of rents is now affect-

ing the whole community. The wealthy classes are unable to find suitable accommodation according to their means in convenient localities, the less wealthy—clerks and many others—are quite unable to obtain accommodation at rents which they can afford within reasonable distance of their work; and the labouring class, although to a small extent rather better housed than they were, are obliged to economise by an undesirable system of sharing rooms. If nothing is done to relieve this pressure, which must increase as time goes on, the difficulty of living will become a very serious problem which will militate against the health and general prosperity of the city. Owing to the plague the people have been taught to spread themselves over a larger area, and the objections of a few years ago to live outside the native town have, on this account, been largely overcome. The need of a comprehensive scheme of development has been very much felt in the past, and many mistakes have undoubtedly been made in building and so forth. A continuance of these errors—and the present building activity makes the question more urgent—will, in a few years, make a comprehensive scheme more or less an impossibility, and it is therefore, in the opinion of my Committee, most necessary that the future of Bombay as regards its development and communications should now be settled, so that the various public bodies who have to deal with the housing of the population, the commerce and trade of the Port, and the necessary means of communication, may work together in harmony.

4. The first point on which the views of the Chamber are specially invited is as follows:—

With the object of adding to the areas available for occupation by the wealthy classes, is it desirable

(*a*) *To prepare schemes for the construction of residential area in north of the Island*;

(*b*) *To effect reclamations in Back Bay; or*

(*c*) *To utilise Trombay*

or to adopt more than one of these remedies simultaneously.

The view of my Committee is that all three projects deserve consideration. The utilisation of Trombay has often been considered but the difficulty has always been how to get there. The Mazagon-Sewree Reclamation, which, it is hoped, will be completed in a few

years, will cover about one third of the distance to Green Island, from which easy communication could be made with Trombay. The intervening space could no doubt be covered by a causeway and by electric car or preferably an electric Railway. Trombay could thus be brought within easy communication of the Island of Bombay. As this is a district capable of expansion, my Committee would strongly recommend that a scheme for the development of Trombay be taken in hand at once. They recognise, however, that it will be some time before a work of this kind can be completed and that even after communication has been established the district will need to be built over. In the meantime therefore it will be necessary to develop other convenient areas in order to relieve the great pressure now existing and to make room without delay for the increase of population of the next ten to twenty years which is certain to occur and which, if not provided for in advance, must seriously enhance, as time goes on, the general cost of living. My Committee would strongly urge, however, that if a Trombay scheme is developed, Government should control the building, so that the area may not be spoilt for residential purposes in the same way as Malabar and Cumballa Hills have been spoilt the last few years. This new area would be a very desirable residential quarter for the wealthy classes, and as the approach would be *via* the New Trade Depôt at Mazagon, the locality would be a most convenient one for the commercial community and for many others who have to do with the trade and shipping of the port. This scheme, therefore, as a provision for the future, is, in the opinion of my Committee, a very important one and they would strongly urge Government to give it a leading place in their programme.

6. To effect reclamations at the Colaba end of Back Bay would also, my Committee consider, be very useful work. If it is decided to remove the railway along the sea-front south of Grant Road, a fine residential crescent could, if the reclamation areas are well-planned, be built along the sweep of Back Bay. This would, of course, entail a wide avenue along the sea-front which every one agrees is not only desirable but necessary.

8. For the wealthier classes my Committee somewhat doubt if developments in the north of the Island would be very attractive, but they are of opinion that for the less wealthy classes a large

development at Mahim would be popular, more particularly if the electric railway, which is now under consideration, could be planned to connect Mahim with the new trade centre at Mazagon and with the centre of the Fort. There are, of course, other districts in which buildings and reclamations might be undertaken, but the Pumping Station at Love Grove prevents development of this kind on Worlee Hill and along the western foreshore which is rapidly becoming fouled by the drainage which now finds its way into the sea from the Love Grove station. If, however, with the consent of the community interested, the Parsee "Towers of Silence" could be removed from their present site to Worlee Hill, a large and very desirable area would be free for building, and this, if it could be arranged, my Committee would be very glad to see made available.

7. The second question is:—

What are the immediate needs of the City in regard to channels of communication? Should these be met by the widening of Abdul Rehman Street, and other means aimed at providing broad northern and southern thoroughfares throughout the length of the Island?

8. The idea pervading this question is a very sound one. What the southern part of Bombay badly needs is broad trunk road to the northern parts of the Island. At present these do not exist. The Frere Road—which, however, will always have to be reserved more or less for Dock and Railway traffic—is blocked beyond the Wadi Bunder goods yard by narrow streets. The Queen's Road with Chowpati ends at the foot of Malabar Hill, the Esplanade Road at the northern end of the maidan; and there is not a single road through the native town which can be classed as a broad thoroughfare. My Committee are of opinion that there should be at least three main thoroughfares to the north. The Frere Road ought to be extended without delay into the Reay Road. The Queen's Road would be a much more useful thoroughfare as a main route to the northern parts of the Island if it could be extended in the direction of Grant Road Station, but neither of these roads would be so useful as one driven right through the centre of the native town, and my Committee agree that Abdul Rehman Street is the one that should be developed. The cost of widening this road will, of course, be very great, but its

necessity is obvious, and if a scheme of this kind is decided upon, my Committee hope that the road will be a broad avenue or thoroughfare of much greater width than any of the new roads which have lately been cut through the Island from west to east, amply sufficient in fact for pedestrian and wheeled traffic and double tram rails. My Committee fully understand the desires of those who consider that the clearing of insanitary areas is the chief work now to be undertaken, but they feel that the full benefit of work of this kind cannot be realised unless means of communication are at the same time provided to enable the people to spread themselves conveniently into areas which at present are only sparsely built over.

9. To the third question:—

Is it desirable to adapt the Victoria Terminus for the reception of all main passenger traffic into Bombay?

My Committee reply in the affirmative, and if the present station is not large enough it could no doubt be added to or a new Terminus built for the purpose to the east. This change, as was pointed out in 1904, will surely involve the removal of the European General Hospital to a more suitable locality, and it has long been the desire of the Chamber that this question should be satisfactorily settled whilst land is available, as the present site must become more and more unsuited for the purpose. The site of the present Victoria Terminus is close to the passenger pier now in course of construction and to the Docks. It is also close to the native town and for this reason would probably be much more convenient than Colaba for passengers who desire to travel to Guzerat and other districts on the B. B. & C. I. system. It is true that many passengers from adjacent parts of the town leave for Guzerat by Stations on the Queen's Road, notably Marine Lines and Charni Road, but for the majority of these the Musjid Station and the Victoria Terminus, although perhaps a very little further distant, could not be really inconvenient. If, however, it is found necessary, long distance trains for the B. B. & C.I. System could also be started from Grant Road to be connected with main line trains at Dadar or at any other point that might be convenient.

10. The fourth question is—

Can the local railway traffic be brought from Parel into Victoria Terminus in future along the existing G. I. P. route from Parel, thus enabling the B. B. & C. I. Railway to be dispensed with from Grant Road onwards, or should the present B. B. & C. I. line be retained for the purposes of local traffic as far as Marine Lines, Church Gate or Colaba?

11. My Committee recognise that this question is an important one, but they have no hesitation in saying that local traffic should be diverted to the present Victoria Terminus or to an adjacent station, and that the B. B. & C. I. Railway should be stopped at Grant Road. This question is one that has been much discussed in the past, but the scheme tentatively put forward by this Chamber in 1904 of an electric railway on the eastern side of the Island with a central station in the Fort will, now that this railway seems likely to become a reality, to a very large extent, solve the difficulties which have surrounded this question in the past. If, as is suggested, the electric line branches on the one hand to Trombay and on the other to Mahim Bandra and surrounding districts, residents in these localities will much prefer to be brought either to the Victoria Terminus or by the electric railway to the central station in the Fort. There is therefore no need with a development of this nature to consider the B. B. & C. I. Railway so far as traffic is concerned from the northern parts of the Island and from Salsette. The passenger traffic from Grant Road to stations south and *vice versa* is no doubt of some importance, but, though perhaps not at the same low cost, it could no doubt be largely dealt with by electric tram cars. If the line along the sea-face is removed, there would be ample room for a tramway track along the Queen's Road widened as it would be into a broad avenue; and the new sea-face road would of course, when made, be left free for carriage and ordinary traffic. My Committee fully recognise that in a comprehensive scheme such as is now necessary some interests must suffer, but the point to be borne in mind, they consider, is the present and future welfare of the community as a whole, and if the electric tram car system can be thoroughly developed, all surplus needs will, by this means, be very effectively served.

12. The fifth question is—

Assuming the existence of free and rapid communication by rail, tramway or otherwise and the construction of two arterial thoroughfares running north and south, what areas on the Island are specially suited to the housing of—

(1) *The middle classes who visit the Fort daily for employment.*

(2) *The labouring classes including the mill hands and other factory employees.*

13. As regards the first, my Committee would reply that the middle classes in all probability will desire to live along or within convenient distance of the principal tram routes either in or near the present native town or at a greater distance, and, as has already been remarked, my Committee consider that Mahim and the northern districts will be suitable localities for well-to-do clerks and others of the same class. My Committee doubt very much if it will be possible to locate an area for this class of the community, and they also doubt whether it is necessary to take special steps in this direction, for if house room on reasonable terms is available and the means of communication are good, the less wealthy classes will find plenty of accommodation in districts, where the wealthier classes do not live and where the poorer classes cannot afford to live. My Committee are, however, very strongly of opinion that building and the laying out of wide roads should be very carefully regulated in the outlying districts, for the reckless way in which Bombay has been built over in the past, not only in and around the native town but on Malabar Hill which is now anything but a desirable residential quarter, seems to show either that the powers possessed by the present Municipality or the will to regulate building in these areas with a due regard to those who have to live in them are deficient, and my Committee would therefore welcome the authority of Government or some other strong independent body in regulating buildings in outlying and new districts.

14. As regards the location of the labouring classes, including the mill hands, it seems evident that in a very few years the new trade depôt at Mazagon will be a very busy district, and my Committee are therefore of opinion that the labouring classes should be housed along the north-eastern side of the Island as this being near to the

docks, the railways, the New Trade Depôt and the mills, would be a central position for a very large number of the working classes. It is not, in the opinion of my Committee, quite possible to entirely locate a locality for the labouring classes as they should be able to live wherever it is most convenient for their work, but as a large amount of labour will be required in the mills and on other works on the eastern side of the Island, it is the opinion of my Committee that accommodation should be largely provided for this class in localities to the north-east.

15. The sixth question is—

What special measures are necessary or desirable in the nature of the provision of cheap workmen's trains or workmen's tramways to enable the labouring classes to be cheaply accommodated in the less frequented portions of the Island where land is available on easy terms. Assuming that cheap fares can be arranged for traffic between certain hours, will the working classes be able to pay these fares and a rent adequate to give a reasonable return on the capital invested in accommodation schemes?

16. In reply to this my Committee would remark that if the labouring classes are housed on the eastern side of the Island special workmen's trains or workmen's tramways will not probably be necessary on a large scale, as to a great extent the work people will live within reasonable distance of their employment; and as regards those whose work is in offices in the Fort, my Committee are inclined to think that the lower rents which will be obtainable in the northern parts of the Island will offset an increased cost of transit. This question is, however, one that can only perhaps be answered by experience, and if later on it is found necessary to arrange for cheap transit this could no doubt be done. Powers should therefore be reserved in any new traffic arrangements that may be entered into for this facility in the future as cheap transit to the outlying districts may have an important bearing on the schemes now under consideration.

17. In conclusion, my Committee would venture to express the hope that Government will push forward vigorously with the proposals they have now formulated. There has been great delay in

the past in dealing with these matters, and the result is a high cost of living which is rapidly becoming intolerable. A broadly planned scheme for the improvement of Bombay City and Island and for the opening up of Trombay (which, when developed, will be a real relief to the city and of much greater value than the reclamation of limited areas) is absolutely necessary for the future welfare of our large and rapidly increasing population, and nothing therefore should be allowed to stand in the way of this good and most necessary work.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX E-5.

INDIAN RAILWAYS AMALGAMATION.

MADRAS AND SOUTHERN MAHRATTA SYSTEMS.

CHAMBER OF COMMERCE,
BOMBAY, 20th June 1907.

No. 510 of 1907.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—My Committee have had under consideration the intimation recently conveyed by the Secretary of State to the Board of Directors of the Madras Railway that he has decided that it is inadvisable to continue the administration of the Madras Railway as a separate system, and that he intends to hand over a portion of their line to the Southern Mahratta Railway. This matter is an important one for the trade of Bombay, if it should mean, as has been suggested by

the Madras Chamber of Commerce, that the Head-Quarters of the Southern Mahratta Railway, after its amalgamation with the present Madras Railway, shall be at Madras.

2. The sections of the Southern Mahratta Railway, Hotgi-Gadag, Poona-Londa, and thence to Guntakal, traverse areas well within the commercial sphere of influence of the ports of Bombay and Marmagoa, and the trade of this region is carried on to a very large extent with these two ports. The cotton grown in and around Dharwar, and oil seeds and other agricultural products grown in various parts of the aforesaid area, are largely dealt with in Bombay, and the cotton mills at Hubli and Gokak are controlled from this City. There is also a very large export of imported piece-goods; iron, petroleum, sugar and locally made cloths to these districts from Bombay.

3. My Committee feel bound therefore to protest against the suggestion that the offices of the Southern Mahratta Railway should be transferred from Dharwar to Madras, for, as has been shown above, a large portion of the Southern Mahratta Line is of great importance to the trade of Bombay and Marmagoa whose interests require that the head office of the Company should remain in Dharwar.

4. My Committee trust that in the re-arrangement, which is about to take place, the G. I. P. Railway will be extended from Raichur to Guntakal to bring it into connection with the Southern Mahratta System, and so obviate the necessity of traffic from the Metre-guage line for stations on the G. I. P., having to travel over a section of the present Madras Railway.

5. In case, however, the above suggestions should not recommend themselves to Government, my Committee would respectfully request that a clause be entered in the new working contract prohibiting the new system in the matter of Railway Rates from giving either Marmagoa or Madras any undue advantage over Bombay.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

Statement showing the traffic between Bombay and S. M. Railway stations for the period noted below :—

Half years.	From Bombay.				To Bombay.			
	Via Poona.	*Via* Hotgi.	*Via* Margaon	Total.	*Via* Poona.	*Via* Hotgi.	*Via* Margaon	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
30-6-02 ...	595,445	139,545	*Nil	734.990	743,148	257,036	*Nil	1,000,179
31-12-02 ...	602,232	126,650	152,677	881,559	473,969	98,511	335,643	908,123
30-6-03 ...	480,754	127,402	135,801	743,957	640,741	416,706	444,040	1,501,547
31-12-03 ...	501,751	120,404	121,837	743,992	547,837	255,112	340,767	1,143,206
30-6-04 ...	520,425	130,684	90,724	741,833	1,252 114	453,278	201,864	1,907,256
31-12-04 ...	549,569	128,519	(a)	678,088	522,274	243,120	(a)	765,694
30-6-05 ...	609,469	150,788	98,482	858,739	513,415	487,171	505,612	1,456,228
31-12-05 ...	783,392	164,106	100,197	1,047,695	370,553	331,737	237,549	939,839
30-6-06 ...	977,268	169,241	117,482	1,263,986	514,028	199,294	426,401	1,049,723
31-12-06 ...	690,842	167,423	(b)	858,265	362,957	112,680	(b)	475,637

* The W. I. P. Ry. for this period was not worked by S. M. Ry.

(a) Information not available as the returns have been mislaid.

(b) Returns not yet to hand.

Chamber of Commerce,
Bombay, 20th June 1907.

No. 511 of 1907.

The Secretary to Government,
P. W. Dept., (Railway Branch),
Bombay.

Sir,—I am directed to forward for your information the accompanying copy of a letter addressed by this Chamber to the Railway Board, regarding the proposal to hand over a portion of the Madras Railway system to the Southern Mahratta Railway.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

RAILWAY BOARD,

SIMLA, 26th June 1907.

No. 505 R. T.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 510, dated the 20th June 1907, regarding the undernoted subject,* which will, in due course, be placed before the Railway Board.—I have, &c.,

R. C. VOLKERS,
Secretary.

APPENDIX F-I.

INDIAN TELEGRAPH DEPARTMENT.

SIGNATURES ON ALL SENT TELEGRAMS.

INDIAN TELEGRAPH DEPT.,

SIMLA, 12th June 1907.

No. 4555 T.

The SECRETARY,
CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to inform you that it having been brought to my notice by the Superintendent, Government Telegraph Check Office, that the Rule in the Telegraph Guide (No. 34) which requires that all sent telegrams should bear the true signatures and addresses of the senders at the foot of the message forms, was very generally not observed, especially in the case of mercantile firms, and that consequently cases of fraudulent messages having been accepted in offices, some of them merely being stamped with rubber stamps, had formed the subject of complaint to the Check Office. I issued a circular in April last to all officers, a copy of which is attached,

* Protest against the transfer of the Head-quarters of the S. M. Railway from Dharwar to Madras in connection with the amalgamation of the Madras and S. M. Railways and extension of G. I. P. Railway to Guntakal.

drawing attention of all Superintendents to the rules on the subject in the Telegraph Guide and Traffic Code, and directing them to insist on every telegram bearing the signature of the sender, and when sent in the name of a firm, the signature of the person on whose responsibility the telegram is sent.

2. From correspondence received in this office since the issue of this circular, the object of which was to safeguard the interest of the commercial public, it appears that the rule is causing inconvenience, and is objected to by some firms. I should feel much obliged, therefore, if you would favour me with your opinion in this matter, as to whether your Chamber considers that the rule requires modifying, and if so, whether it is thought that the name of a firm simply written or stamped at the foot of a message should be accepted—or whether, as has been suggested, the name of a firm, if written should be accepted, but if stamped should bear the initials of a responsible member of the firm.—I have, &c.,

S. H. C. HUTCHINSON,
Director-General of Telegraphs.

INDIAN TELEGRAPH DEPT.,
SIMLA, 17th April 1907.

No. 4088-T.—A.

The SUPERINTENDENT,

Division.

SIR,—I have the honour to inform you that, from cases of complaints dealt with by the Check Office, it is apparent that sufficient care is not exercised by Telegraph Offices, both Departmental and Combined, to see that sent telegrams bear the signature of the sender according to Rules 34 and 190 of the Telegraph Guide and Article 53 of the Traffic Code. In many cases telegrams simply bear the names of firms such as "Briant and Co.", or "Messrs. Bullock, Brothers and Co., Limited," either written or stamped by means of a rubber stamp and without the signature of the person on whose responsibility the telegram is sent. Instances have been brought to notice of persons fraudulently using the names of firms in this way.

2. I have therefore to request you to instruct all telegraph offices to insist on telegrams bearing the signature of the sender, and, when sent in the name of a firm, that they are signed, by the person on whose responsibility the telegram is sent. The reasons for the rule should be explained to firms who are in the habit of simply writing or stamping the name of the firm on telegrams.—I have, &c.,

HUGH T. PINHEY.
Offg. Director, Traffic Branch.

CHAMBER OF COMMERCE,
BOMBAY, 25th June 1907.

No. 535 of 1907.

The DIRECTOR-GENERAL OF TELEGRAPHS,
Simla.

SIR,—I am directed to acknowledge your letter No. 4555-T of the 12th instant requesting the Chamber's views on the working of Rule 34 of the Telegraph Guide.

My Committee have given the matter their careful consideration and are of opinion that the above rule requires no modification, and that it should be maintained in its existing form.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

INDIAN TELEGRAPH DEPT.,
SIMLA, 3rd September 1907.

No. 5197—T.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter No. 535 of 1907, dated the 25th June 1907, I have the honour to inform you that after considering the replies of the various Chambers of Commerce to my predecessor's letter No. 4555-T, dated the 12th June 1907, I have decided to add the following as a foot note to Rules 34 and 190 of the Indian Telegraph Guide.

"In the case of telegrams from a mercantile firm, if the name of the firm is written, it should be accepted, but if stamped, it should be attested by the signature, or initials, of a responsible member of the firm."—I have, &c.,

T. D. BERRINGTON,
Director-General of Telegraphs.

APPENDIX F-2.

CHARGES FOR DIRECTIONS ABOUT DELIVERY.

KARACHI CHAMBER OF COMMERCE,
KARACHI, 9th July 1907

No. 335.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed to enclose copy of a letter addressed by this Chamber to the Director-General of Telegraphs, protesting against the new Rules in substitution of Rules Nos. 91 and 261, "Directions about Delivery," published in the Indian Telegraph Guide, whereby a fee similar to that for the registration of abbreviated addresses is to be charged for the registration of standing instructions regarding the delivery of telegrams during fixed hours in cases where no abbreviated addresses have been registered.

The Committee of this Chamber feel that the proposed charge is not equitable, and trust that your Chamber will be pleased to support their protest.—I am, &c.,

C. H. CHETHAM,
Secretary.

KARACHI CHAMBER OF COMMERCE,
KARACHI, 8th July 1907.

No. 331.

The DIRECTOR-GENERAL of TELEGRAPHS,
Simla.

SIR,—The attention of the Chamber has been drawn to your Notice, dated Simla, 5th June 1907, delivered here on the 19th June

substituting rules in place of Rules Nos. 91 and 261, "Directions about Delivery," published in the Indian Telegraph Guide, whereby a fee similar to that for the registration of abbreviated addresses is to be charged for the registration of standing instructions regarding the delivery of telegrams during fixed hours, in cases where no abbreviated addresses have been registered.

The Committee of the Chamber, in view of the high charges for Urgent and Ordinary telegrams now in force, are of opinion that these charges should include prompt delivery at *any known* address, as has been the practice hitherto without apparently any particular and great inconvenience to the Telegraph Department, and an extra fee, it need hardly be said, will be a heavy charge upon firms with numerous branches and agencies throughout India.

My Committee observe that no reason is given why the fee should not be leviable in cases where the addressees have registered addresses, but since the registration of addresses is a convenience to the public by which those who make use of it probably make greater savings in the cost of telegrams than the registration fee amounts to, it is not clear why the proposed fee should only fall on persons whose names do not make a registration necessary. The work of keeping a record of special delivery instructions must be the same for all addresses whether registered or not.

My Committee consider the fee for the registration of an address equitable when registration is desired by the public, but they are strongly of opinion that the levying of a fee for "delivery instructions" is not equitable. They consider that the charge for Urgent or Ordinary telegrams should include their *immediate* delivery and that the special instructions given to the local Offices are given in order to *facilitate* the work of prompt delivery.

My Committee trust therefore that you will be good enough to reconsider the matter, and see your way to rescind the new rule.—I have, &c.,

AUG. THOLE,

Vice-Chairman.

DIRECTIONS ABOUT DELIVERY.

Rule 91.

For the registration of standing instructions regarding the delivery of telegrams during fixed hours, the same fee as for the registration of an abbreviated address is levied. If the fee for a registered abbreviated address has already been paid, that fee will cover the registration of special delivery instructions. In the case of Government Officials, no charge is usually made for the registration of abbreviated addresses, but they will be required to pay the prescribed fee for the registration of standing instructions regarding the delivery of telegrams during fixed hours.

Rule 261.

If the address has not been mutilated, the Office of origin communicates, if practicable, the Advice to the Sender. The latter can only complete, rectify or confirm the Address by a paid telegram in the form of a Paid Service Advice.

Chamber of Commerce,

Bombay, 19th July 1907.

No. 637 of 1907.

The Secretary, Karachi Chamber of Commerce,

Karachi.

Dear Sir,—I am directed to acknowledge receipt of your letter No. 335 of the 9th instant with accompaniment, and to say in reply that my Committee consider that the new rule regarding delivery directions is equitable in its application to large towns such as Bombay where much business is done, and where Brokers and the Native Mercantile Community generally make an excessive use of the privilege hitherto enjoyed, and it is thought they ought to be made to pay for the extra work their numerous directions entail. It is felt however that there might be some relaxation in the rule in the Mofussil, and my Committee are prepared to address Government in this sense if you concur.—I am, &c.,

J. B. LESLIE-ROGERS,

Secretary.

APPENDIX F-3.

CODE LANGUAGE TELEGRAMS.

COMBINATIONS OF TWO OR MORE PLAIN LANGUAGE WORDS TO FORM CODE WORDS.

INDIAN TELEGRAPH DEPARTMENT,

CALCUTTA, 12th February 1907.

No. 14275-T.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—In continuation of my letter No. 6660-T, dated the 3rd of November 1906, I have the honour to forward herewith a copy of the British Post Office reply to my reference on the subject of bringing before the International Telegraph Conference the question of allowing two or more plain language words to form single code words. From the views expressed, it is, in my opinion, unlikely that the suggestion would prove acceptable to the Administrations of the Telegraph Union at the next Conference.—I have, &c.,

Letter No. 545843, dated 3rd January 1907, from Secretary, General Post Office, London, to the Director-General of Telegraph.

S. HUTCHINSON,

Director-General of Telegraphs.

Copy of a letter No. 545843, dated the 3rd of January 1907, from the Secretary, General Post Office, London, to the Director-General of Telegraphs.

I am directed by the Postmaster-General to inform you that your letter of the 3rd November, No. 6659-T, on the subject of the use as code of expressions consisting of combinations of actual words, has received his careful consideration.

According to the view of this Department, it is permissible to use in code language, subject to the limit of ten letters per word—

1. Actual words drawn from one of the eight recognised languages, and

2. Pronounceable groups of letters which are not formed by the combination of two actual words or by the combination of an actual word with some other expression.

The expressions entitled to pass as actual words need not necessarily be simple as distinguished from compound words. The latter are also permitted as code, if it is in accordance with the usage of the language to which such expressions belong to write them as single words. Thus, such expressions as "woodcopper" and "withwind" (and indeed all the expressions of this character quoted in the letter from the Madras Chamber of Commerce, of which you enclosed a copy) are entitled to pass as code words, seeing they are recognised compound words which are to be found in a standard dictionary. Used as code words, such recognised compound words may, equally with simple words, convey any meaning which has been pre-arranged.

As regards the artificial groups of letters, the Postmaster-General understands that the Conference of London, in granting to the public this most generous concession which places at their disposal millions of possible code words, felt that care must be taken not to admit other combinations on the mere ground that they were capable of being pronounced. It was, indeed, obvious that the acceptance as code of any combination, capable of being pronounced, would have broken down the distinction between code and plain language and would practically have substituted a general tariff according to the number of letters and not, as at present, according to the number of distinct words—a course for which the Administrations of the Union were not prepared.

For this reason, the concession as regards pronounceable groups of letters was limited to purely artificial expressions formed so as to present the appearance of real words, to the exclusion of combinations formed by the juxtaposition of real words or of real words and other expressions. This restriction is naturally one

which should be interpreted in a reasonable manner. It may well happen that the working out of a particular system in making up a code of artificial expressions will accidentally lead to the formation of groups which are capable of being split up so as to look like combinations formed wholly or partly of actual words. Naturally no Administration would go out of its way to seek to discover such accidental combinations. It is only those of an obvious character which are liable to be challenged. But the fact that such combinations when they occur accidentally would, as a rule, rightly be passed, does not, of course, afford justification for the compilation of a code on a system which is designedly based upon such combinations.

It appears to him that the public already enjoy a large, in fact, an almost illimitable field of selection, and that to accord expressly the right of making code words by combining actual words when used in other than their actual sense would establish an undesirable distinction between different kinds of combinations which it would frequently be difficult to carry out and would thus be apt to prejudice the necessary control over improper combinations in plain language telegrams.

CHAMBER OF COMMERCE,
BOMBAY, 21st February 1907.

No. 160 of 1907.

The DIRECTOR-GENERAL OF TELEGRAPHS,
Calcutta.

SIR,—I am directed to acknowledge receipt of your letter No. 14275-T of the 12th instant, covering copy of a letter from the British Post Office on the subject of bringing before the International Telegraph Conference the question of allowing two or more plain language words to form a single Code Word.

The information supplied has proved of interest to my Committee, and I am desired to thank you for your action in the matter.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX G-1.

HOMEWARD MAILS.

RAILWAY FACILITIES FOR PASSENGERS.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 11th September 1907.

No. 1496 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—The Committee of this Chamber contemplate addressing the Government of India on the subject of the new mail contract. Apart from the general question of the contract, a further point has been brought to their notice. It is in regard to the suitability or otherwise of 2-39 p. m., Standard Time, (2 p. m. Bombay time) as the hour of departure of the mail steamer.

2. You probably know that an arrangement was made last year by the Post Office and the Railways, whereby the timing of the mail train from Calcutta was revised as from February 1907. Formerly the overland mails were conveyed by the daily train from Calcutta as far as Naini, and thence to Bombay by a special train. They are now carried all the way by the ordinary mail train, which is due at Bombay at 1 p. m. standard time, as against 12-5 p. m. Standard Time, the hour at which the special formerly arrived.

3. It is found in practice that the interval between the arrival of the train at Bombay, and the departure of the steamer, is too short. Even for the mails it is said to be insufficient, and as regards the passengers, the P. & O. Co. issued a notice at the beginning of the hot weather, warning such that they would run the risk of being left behind if they travelled by the mail train.

4. This does not seem to the Committee to be at all a satisfactory state of affairs, as it means that passengers from Calcutta are practically deprived of the advantages of the acceleration which the

opening of the Grand Chord line has made possible. They understand that the train service cannot be appreciably quickened, even if a special were re-introduced; and it occurs to them that the time of departure of the steamer might very well be put back for an hour. They have instructed me to ask if any exception would be taken in Bombay to a later departure, say 3-30 p. m. Standard Time. If this hour were fixed, it would enable Calcutta passengers to travel by the train, without fear of missing the connection at Bombay; and would also to a certain extent provide against the contingency of late arrivals, which must be thought of.

5. The Committee trust that the Committee of the Bombay Chamber will find themselves able to agree to a departure at 2-30 p. m., Standard Time, for the mail steamer from Bombay, and will support Calcutta in a proposal to this end to be made to the Government of India.—I am, &c.,

H. M. HAYWOOD,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 23rd September 1907.

No. 863 of 1907.

The SECRETARY, BENGAL CHAMBER of COMMERCE,
Calcutta.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 1496 of the 11th instant regarding the suitability or otherwise of 2-30 p. m. Standard Time as the hour of departure of the Mail Steamer from Bombay.

This is a matter on which very strong views have always been held in Bombay, and as the mercantile and trading communities would strongly object to any further extension of working hours on Saturday afternoon, my Committee could not support the later departure you propose, viz., 3-30 p.m., Standard Time; and they would be compelled to strongly protest against any change from the existing time in the direction you indicate.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX G-2.

TRANSPORT OF THE INDIAN MAILS THROUGH EGYPT.

BRITISH CHAMBER OF COMMERCE OF EGYPT,
ALEXANDRIA, 12th February 1907.

The PRESIDENT, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am instructed by the President to forward you herewith copies of correspondence which this Chamber has recently had with Lord Cromer on the subject of the acceleration of the Brindisi mail.

As you will observe from the correspondence—which speaks for itself—my Committee is of the opinion that, if the Egyptian land route were adopted, the mails would be expedited by some 24 hours, and I shall be glad to hear whether the matter is one which interests your Chamber.

In the event of your Chamber deciding to take up the question, perhaps you will kindly favour me with your views, in order that we may co-operate with you at this end.—I am, &c.,

M. H. DODWELL,
Secretary.

Copy of letter, dated the 10th December 1906, from the British Chamber of Commerce of Egypt to Lord Cromer.

MY LORD,—At the request of my Committee, I have the honour to draw your Lordship's attention to the question of the transit of the Indian Mails through Egypt.

The chief obstacle put forward in the past against the transit overland from Alexandria to Suez was the risk of inconvenience by quarantine—especially at Suez—owing to the frequency of plague or cholera in India. It is, however, well recognised, especially since the Anglo-French agreement, that the imposition of quarantine is much less frequent, and less severe, than was the case in years past. Further, it has become a custom in Europe, on occasions, to run

trains in quarantine through an entire country. This, my Committee suggest, could be done in Egypt, and that obstacle, therefore, has not the importance that it had formerly.

My Committee desires to emphasise the gain in time in the delivery of mails that would be effected by the overland transit.

The mail steamer from Brindisi now reaches Port Said each Wednesday morning at about 6 o'clock. The same steamer could reach Alexandria, owing to the shorter voyage, at about 6 o'clock on Tuesday evening. As the Egyptian Railways run on to the quays in Alexandria a train could be waiting alongside ready to receive mails and passengers; the latter would then be carried direct to Suez, reaching there at an early hour on Wednesday morning. The mails would thus be put on board the East going steamer at Suez at the same time that they are now put on board the same steamer at Port Said. By this means, India and the Far East would have their mails expedited by the duration of the steamer's passage through the Suez Canal, which represents some 24 hours.

The gain to Egypt would be as follows:—

In Cairo, at present, the mails are delivered some time on Wednesday afternoon, whereas if despatched from Alexandria they would be distributed by the first delivery on Wednesday morning.

In Alexandria, the mails now arrive at about 8 o'clock on Wednesday evening, and are distributed by the first delivery on Thursday morning, whereas if landed on Tuesday evening they would be distributed by the first delivery on Wednesday morning; a full 24 hours could thus be gained by the commercial community in Alexandria.

The commerce of Alexandria (which means practically the greater part of the commerce of the whole of Egypt) has become so extensive and important that acceleration of the mails would be of considerable utility.

My Committee gratefully recognises the efforts which your Lordship has made comparatively recently in the above matter, but, at the same time, ventures to hope that you may see the expediency of re-opening the question.—I have, &c.,

M. H. DODWELL,
Secretary.

Copy of letter, dated 20th December 1906, from Lord Cromer to The British Chamber of Commerce of Egypt.

SIR,—I am in receipt of your letter of the 19th inst. on the subject of the transit of the mails through Egypt. I propose to send this communication to London. I may, however, remark that, when this question was fully examined some time ago, my impression is, that it was found that, taking into account the delays which would be caused by an additional transhipment of the mails, the saving of time would be a good deal less than 24 hours.—I am, &c.,

(Signed) CROMER.

Copy of letter, dated 24th January 1907, from Lord Cromer to the British Chamber of Commerce.

SIR,—As you are aware, I forwarded your letter of the 19th ultimo on the question of sending the Indian Mails from Alexandria to Suez by rail, to Sir Edward Grey for his consideration.

I have now received a despatch from Sir Edward Grey, enclosing copy of a letter from the General Post Office, stating that when the arrangements for the Eastern Mail Service were under discussion not long ago, the question of the Egyptian land-route was fully examined in all its aspects, with the result that it was decided not to adopt it, and that there has since been no change which would render necessary any reconsideration of the matter.

The invitation for tenders issued last year by the Postmaster-General was, therefore, restricted to the Canal route, and the offers received for a service by that route are now under consideration.—I am, &c.,

(Signed) CROMER.

Copy of letter, dated 26th January 1907, from the British Chamber of Commerce of Egypt to Lord Cromer.

MY LORD,—I beg to acknowledge the receipt of your Lordship's letter of the 24th inst., from which I regret to note that there is no immediate prospect of reconsideration of the question of the Egyptian land-route in connection with the Eastern Mail Service.

Although our efforts have been unavailing, my Committee are very grateful to your Lordship for having taken an interest in the matter.—I have, &c.,

M. H. DODWELL,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 18th April 1907.

No. 338 of 1907.

The SECRETARY,
BRITISH CHAMBER OF COMMERCE OF EGYPT,
Alexandria.

DEAR SIR,—I am directed to acknowledge, with thanks, your communication of the 12th February, together with accompaniment, on the subject of the acceleration of the Brindisi Mail.

My Committee have given their best attention to the matter, and I am requested to say that any movement to materially accelerate the Mails will always be of great interest to this Chamber; but the Committee feel that they cannot well express an opinion, until they definitely know why Government originally objected to the land route. If this information can be furnished they will be glad to reconsider the matter.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BRITISH CHAMBER OF COMMERCE OF EGYPT,
ALEXANDRIA, 11th May 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I beg to acknowledge the receipt of yours of the 18th ultimo on the subject of the acceleration of the Brindisi Mail.

I am communicating with the Government in the hope of obtaining the information you require.—I am, &c.,

H. M. DODWELL,
Secretary.

BRITISH CHAMBER OF COMMERCE OF EGYPT,

ALEXANDRIA, 15th May 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

DEAR SIR,—Referring to mine of the 11th inst., I duly wrote to Sir Eldon Gorst asking for the information mentioned in yours of the 18th inst., and have now received a reply in which he states: "I "would point out that the matter was decided by the General Post "Office in London, and I would therefore suggest that you should re- "commend the Bombay Chamber of Commerce to apply to that "Department for any information which they may desire on the "subject."

I shall be glad to hear that you will take up the matter on the lines indicated, and to receive your further advices in due course.—I am, &c.,

H. M. DODWELL,

Secretary.

APPENDIX G-3.

POSTAL MATTERS.

EMBOSSED ONE-ANNA ENVELOPES.

POST OFFICE,

BOMBAY, 11th November 1907.

No. 22820.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—A well-known gentleman connected with commerce and journalism has suggested to the Director-General of the Post Office of India the introduction of two new descriptions of embossed one-anna envelopes. He contends that the existing oblong one-anna

embossed envelope issued by the Post Office ($5\frac{3}{4} \times 3\frac{1}{4}$ inches) is a little too small, and has suggested that one measuring $6 \times 3\frac{1}{2}$ inches, *i.e.*, the same size as the new half-anna commercial envelope recently introduced, would be suitable. He has also suggested the introduction of a stout one-anna envelope measuring 9×4 inches, which would hold papers up to the maximum weight allowed for the one-anna rate of letter postage. He thinks that an envelope of this size would meet a public want and command a large sale.

2. For the convenience of the public, in addition to the little envelope which is sold for its face value, embossed half-anna envelopes in two sizes, *viz.*, (1) square, measuring $4\frac{3}{4} \times 3\frac{3}{4}$ inches, and (2) oblong, measuring $6 \times 3\frac{1}{2}$ inches, have recently been provided and have been welcomed by the classes for whom they were intended. But it seems doubtful whether there is any substantial demand for the introduction of a new one-anna embossed envelope. The fact is that the demand for an envelope of this value has always been exceedingly small, while, with the increase in the half-anna rate of letter postage from $\frac{1}{2}$ to 1 tola, the one-anna rate of postage on ordinary business and private letters will be very much less used than formerly.

3. Experience has shown that envelopes and other gummed stationery kept in India soon deteriorate and large numbers have to be destroyed when they do not sell quickly. This, of course, involves a loss to Government. Unless, therefore, there is to be a substantial demand for one-anna envelopes of the kinds described, it would be waste of money to order them.

4. Under these circumstances, Mr. Stewart-Wilson feels that he cannot do better than consult the principal Indian Chambers of Commerce and Trades Associations, the members of which would be our most likely customers for these envelopes. I shall, therefore, be glad to be favoured with the opinion of your Chamber on the question for communication to him. You will kindly bear in mind that it would be necessary to make a charge to cover the cost of the stationery used in these envelopes if they were introduced.—I have, &c.,

E. A. DORAN,
Postmaster-General.

CHAMBER OF COMMERCE,

BOMBAY, 21st November 1907.

No. 1050 of 1907.

The POSTMASTER-GENERAL,

Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 22920 of the 11th instant and in reply to say that my Committee approve of the suggestion that the present one-anna embossed envelope should be enlarged, and made the same size as the new half-anna commercial envelope recently introduced.

They are not however of opinion that a one-anna embossed envelope measuring 9 and 4 inches would be popular. They therefore do not recommend an issue of this size.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX H.

DEVELOPMENT OF THE PENCH VALLEY COAL FIELDS.

P. W. DEPARTMENT, RAILWAY BRANCH,

BOMBAY CASTLE, 16th April 1907.

No. 1394 of 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—I am directed to forward copy of the undernoted papers received from Messrs. Shaw, Wallace & Company, Managing Agents and Secretaries, Pench Valley Coal Company, Limited, in connection with the development of their collieries in the Pench Valley Coal Fields, and to request that Government may be kindly furnished with any remarks the Chamber may desire to offer on the subject.—I have, &c.,

W. HOWARD,
Under-Secretary to Government.

CALCUTTA, 5th February 1907.

The HON'BLE THE CHIEF COMMISSIONER,
CENTRAL PROVINCES,
Nagpur.

SIR,—We have the honor to bring to your notice the following facts which are causing us most serious delay in the development of the Collieries we are now working in the Pench Valley Coal Fields, as well as retarding the opening up of further collieries in the area for which we hold Mining Leases and Prospecting Licenses.

2. When the Bengal-Nagpur Railway Company's line from Chindwara into the Pench Valley Coal Fields was originally sanctioned, the proposal was for a line from Chindwara to Khursedeya with a branch from that village to Barkui, and another to Sirgora, but only the former has been constructed.

3. The branch line from Khursedeya to Barkui serves our present Collieries at Chandametta and Barkui, but the supply of coal wagons on the Satpura Railway is totally inadequate to meet even the present demands of Chandametta Colliery alone.

4. As the output of Chandametta Colliery is increasing daily, and as the development of our Barkui Colliery is progressing rapidly, we must now, owing to the insufficient supply of wagons, either suffer heavy losses by deterioration of our stocks if we continue developments, or check developments until better Railway facilities are available.

5. We have for months past been refusing numerous orders for coal from consumers in the Central Provinces and elsewhere because the Bengal-Nagpur Railway cannot provide anything like the necessary number of wagons required to meet existing contracts.

6. The work of construction of the Branch line from Khursedeya to Sirgora, where the best seam of coal so far discovered is situated, though started about three years ago or longer, was stopped in the cold weather of 1904.

7. The want of the branch line mentioned in the preceding paragraph coupled with the fact that the Bengal-Nagpur Railway have not got a sufficient supply of rolling stock to handle even our present

small production, renders the further development of the field at the present time quite impracticable.

8. Even with a full supply of wagons the present branch line from the coal field to Chindwara would probably be not able to deal with an output of more than 15,000/20,000 tons monthly, whereas the field is capable when fully developed of producing at least 10 times this quantity of coal.

9. Moreover, the present branch line owing to its circuitous route and break of gauge, is quite unsuitable for feeding the very large markets which exist in Western India, whereas with a direct broad-gauge connection from the field to either the G. I. P. line at Itarsi and/or to the G. I. P. line at Wardha, the whole of these markets would be opened, and it would be practicable to supply the coal to markets as far distant, and as important as Bombay and Ahmedabad, at a lower cost that is practicable for sea-borne Bengal coal.

10. With this information before you we shall esteem it a favour if you will bring to the notice of Government that the present railway facilities are totally inadequate, and are retarding very seriously the development of this very important coal field, which if opened fully would not only be of immense advantage to the industrial expansion of the Central Provinces, and of the Bombay Presidency, but would also be of great benefit to the Railways in Western and Central India both in respect of the large revenue that would be derived from the carriage of coal, and of the economy in cost of fuel that would be obtained from opening out this new and cheaper source of supply.

The remedies required are—

(*a*) That the Bengal-Nagpur Railway should be urged to maintain on the Satpura branch a sufficient amount of rolling stock to cope with a traffic of fully 20,000/25,000 tons of coal monthly from the Pench Valley Coal Field, irrespective of what may be required for the Manganese, Cotton and Grain traffics.

(*b*) That early sanction should be given for the construction of a broad-gauge connection from the coal field to the west *via* Itarsi and/or Wardha.

We may add that the borings we have made in the field prove the existence of a practically inexhaustible supply of coal. It is of course difficult to give anything like an accurate estimate of the probable quantity of coal contained in the field, because only a comparatively small portion of the total area of coal bearing land has been proved, but judging from the data before us we can safely say that there is not less than 500,000,000 tons of marketable coal available at workable depths.—We have, &c.,

SHAW, WALLACE & Co.,
Managing Agents and Secretaries,
Pench Valley Coal Co., Ld.

CALCUTTA, 13th February 1907.

W. L. HARVEY, ESQ., I.C.S., C.I.E.,
SECRETARY to the GOVERNMENT of INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY.

SIR,—Referring to our Senior's interview with you a short time ago on the subject of the serious difficulties we are experiencing in opening out and developing the Pench Valley Coal Field, consequent on the absurdly inadequate Railway facilities afforded by the narrow-gauge line opened by the Bengal-Nagpur Railway Company into the field from Chindwara, we beg to enclose herewith copy of a letter dealing more fully with the matter which we have addressed to the Honourable the Chief Commissioner of the Central Provinces.

We shall be obliged if you will give your assistance in the matter and urge upon the Government the desirability of sanctioning at an early date the construction of a broad-guage line from the West into this very important coal field.

Various broad and narrow-guage schemes for providing more direct and ampler railway facilities to this field, and the neighbouring Manganese mines have, we believe, been put forward or advocated during the past few years by the two Railways chiefly concerned, and by the C. P. Government; but owing to the differences of opinion and interests existing and (presumably) to the difficulty which

Government experiences in meeting the numerous demands for Railway extensions, nothing so far has been done.

We venture to urge, however, that the scheme in question, affording as it will do, cheaper coal to the Industries and Railways of Western India, and opening up a considerable new source of revenue to the C. P. Government, as well as affording employment for a large amount of labour, is one of primary importance and should be dealt with at the earliest possible moment.

We may mention that a new seam on the field which we are now opening out is of a quality much superior to the ones on which we have hitherto been working, and is, so far as we can judge from analyses, quite equal to a large proportion of the coal produced from the Bengal Collieries.—We have, &c.,

SHAW, WALLACE & Co.,
Managing Agents and Secretaries,
Pench Valley Coal Co., Ld.

CHAMBER OF COMMERCE,
BOMBAY, 3rd May 1907.

No. 372 of 1907.

The SECRETARY to GOVERNMENT,
PUBLIC WORKS DEPARTMENT (RAILWAY BRANCH),
Bombay.

SIR,—I am directed to acknowledge receipt of your communication No. 1394 of the 16th April 1907, together with copies of letters from Messrs. Shaw, Wallace & Co., regarding the development of the Pench Valley Coal Fields.

2. My Committee have given the subject their careful attention and are of opinion that the opening up of the Pench Valley Coal Fields would undoubtedly be of advantage to the industrial expansion of the Central Provinces and Western India generally; and they concur with Messrs. Shaw, Wallace & Co. in considering that the present railway facilities are wholly inadequate for purposes of a thorough exploitation of the available coal.

3. The remedies proposed by the above firm appear to my Committee deserving of consideration, and as regards the construction of a connecting line between the coal fields and Itarsi or Wardha, the Chamber favours the construction of a broad-gauge connection between Chindwara and Itarsi, provided the line is under the control and management of the G.I.P. Railway. The building of such a line would, it is believed, provide a practically unlimited supply of cheap coal to Ahmedabad and Bombay to the great advantage of both the industries and railways connected with these two important centres of trade.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX I-1.

BREAKWATER PIER AT THE GOVERNMENT DOCKYARD.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BOMBAY, 1st May 1907.

No. 2718.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward for the information of the Chamber of Commerce a copy of a letter (with its accompaniments) addressed to the Secretary to Government, Marine Department, No. 2717, dated 1st May 1907, relating to the proposal to extend the new Breakwater Pier at the Government Dockyard.—I have, &c.,

H. E. HART,
Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BOMBAY, 1st May 1907.

No. 2717.

The SECRETARY to GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—I am directed to forward herewith a copy of a letter No. 3515, dated 21st November 1906, received from the Director, Royal Indian Marine, relating to a proposal to continue the construction of the new Breakwater Pier at the Government Dockyard in a North-easterly direction, and a copy of this Office letter No. 2716, dated 1st May 1907, in reply thereto.

In considering the matter, I am to say that the Trustees wish to invite the attention of Government to the extreme desirability of reserving the space to the South of the Ballard Pier for the future extension of the commerical docks.

I am to invite attention to para. 1 of my No. 2529, dated 7th July 1905, on this subject and to say that if the trade of the Port increases in the future at the rate it has done in the past the question of further dock extension will arise in probably less than 25 years, and it is most important that no hindrance should be placed in the way of an extension to the south of the present Ballard Pier which is the only available site for such a purpose.—I have, &c.,

H. E. HART,
Secretary.

R. I. M. DOCKYARD,
BOMBAY, 21st November 1906.

No. 3515.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I have the honour to inform you that the Government of India have under consideration the proposal to continue the construction of the new Breakwater Pier at the Government Dockyard in a North-easterly direction (practically in the same line as the portion

completed), *vide* accompanying rough outline plan, as marked in red pencil; the length of extension is not yet settled, but it will not overlap the new Mail Steamer Pier and the entrance to the basin thus formed will be at least 500 feet.

I request that I may be informed, for the information of the Government of India, whether the Trustees of the Port have any remarks to make on the project. As it is proposed to carry on the work as soon as possible, I should be obliged if I may be favoured with an early reply.—I have, &c.,

W. CHANDLER,
Offg. Director, Royal Indian Marine.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BALLARD ROAD,
BOMBAY, 1st May 1907.

No. 2716.

The DIRECTOR,
ROYAL INDIAN MARINE.

SIR,—With reference to your letter No. 8515, dated 21st November 1906, I am directed to say that after careful consideration the Trustees are advised that if the Government Breakwater Pier is to be extended it should be in the manner shown on accompanying plan No. 6852—02. The alteration in the alignment will not, it is considered, involve additional expense and the Pier so aligned will be as efficient for the purposes of breakwater. The alignment shown on the plan sent with your letter would tend to deflect the monsoon sea right across the New Dock Entrance. Moreover, I am to say that the altered alignment will leave room for the future extension of the Dock Mole which in the opinion of the Trustees it is important to provide for.—I have, &c.,

H. F. HART,
Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 10th May 1907.

No. 404 of 1907.

The SECRETARY to GOVERNMENT,

MARINE DEPARTMENT,

Bombay.

SIR,—The Committee of the Chamber have been favoured with a copy of a letter, dated 1st May, addressed to you by the Bombay Port Trust protesting against the proposal to continue the construction of the new Breakwater Pier at the Government Dockyard in a North-easterly direction.

In connection with this question my Committee on the 28th September 1906 pointed out to the Collector of Customs that "if the present Docks are to be extended in the future, the only available site for such a purpose would be to the south of the present Ballard Pier," and they accordingly lodged a protest on behalf of the mercantile community against the proposal to extend the Government Dockyard further towards the North.

They are, therefore, in the circumstances, unable to approve the present intention of continuing the construction of the New Breakwater Pier in a North-easterly direction, while they strongly support the contention of the Port Trust that the space to the South of the Ballard Pier be left for the future extension of Commercial Docks.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

MARINE DEPARTMENT,
BOMBAY CASTLE, 16th May 1907.

No. 303-G of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 404, dated the 10th instant, regarding the construction of

the New Breakwater Pier at the Government Dockyard in a North-easterly direction, and to state that it will be laid before Government.—I have, &c.,

A. R. KING,
for Secretary to Government.

MARINE DEPARTMENT,
BOMBAY CASTLE, 22nd June 1907.

No. 378-G of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter No. 404, dated the 10th ultimo, regarding the proposed construction of the new Breakwater Pier at the Government Dockyard in a North-easterly direction, I am directed to forward, for the information of the Chamber, a copy of a letter No. 377-G, dated 22nd June 1907, addressed by this Government to the Government of India on the subject.—I have, &c.,

R. E. ENTHOVEN,
Acting Secretary to Government.

MARINE DEPARTMENT,
BOMBAY CASTLE, 22nd June 1907.

No. 377-G of 1907.

The SECRETARY to the GOVERNMENT OF INDIA,
MARINE DEPARTMENT.

SIR,—This Government understand that a proposal is under consideration to continue the construction of the new Breakwater Pier at the Government Dockyard in a North-easterly direction. As the proposal is one which affects the future extension of the new Docks, I am to request that the Government of India may be moved to give adequate notice of any intention to extend the Dockyard pier in the manner referred to, and that this Government may be afforded an opportunity of stating their views on the proposal.—I have, &c.,

R. E. ENTHOVEN,
Acting Secretary to Government.

APPENDIX I-2.

DOCKS.

DELAYS IN DELIVERY AND SHIPMENT.

CHAMBER OF COMMERCE,

BOMBAY, 11th July 1907.

No. 590 of 1907.

The SECRETARY, BOMBAY PORT TRUST,

Bombay.

SIR,—The attention of the Chamber has of late been repeatedly drawn to the serious and unusual delays in the loading and discharging of vessels in the Docks, much inconvenience and even loss having been incurred by merchants on this account.

Whilst the scarcity of labour may partially explain the situation, my Committee are of opinion that the chief factors in the present unsatisfactory state of affairs are defective organisation and inadequate European supervision. They therefore strongly urge the immediate employment of more European Assistants, who being free of all office work, would be able to devote the whole of their time to active supervision of the labourers employed at each Dock.

Seeing the urgency of the work my Committee trust you will give this matter your early and serious attention, and that in anticipation of formal sanction you will see your way to immediately engaging the required number of competent supervisors for the aforesaid purpose.—I have, &c.,

J. B. LESLIE ROGERS,

Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BOMBAY, 12th July 1907.

No. 4380.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 590, dated 11th instant, regarding delays in discharging and loading shipping in the Docks and to say the matter is receiving attention.—I have, &c.,

H. E. HART,
Secretary.

APPENDIX I-3.

LAND ACQUISITION ACT.

REFERENCES IN THE HIGH COURT.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BOMBAY, 22nd December 1906.

No. 7669.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward a copy of a letter addressed to Government suggesting for the reasons mentioned in the letter that a Special Judge conversant with values of land and immovable property in Bombay should be appointed to decide the references now pending in the High Court and as the interests of your Chamber are involved I am to ask that your co-operation may be accorded in supporting the request.

It is perhaps needless to add that any representation you may decide upon should be made at once as the matter is very urgent.—I have, &c.,

H. E. HART,
Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BOMBAY, 21st December 1906.

No. 7644.

The SECRETARY to GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—I am directed to submit for the favourable consideration of Government the following representation in connection with the recent acquisition of property undertaken by the Board in which there are a number of appeals to the High Court. The references now pending under the provisions of the Land Acquisition Act which relate to land at Sewri taken up by the Port Trust for Bulk Oil Installations and land taken up for the Port Trust Railway as also the land taken up [illegible] G. I. P. Railway Company for the Harbour Branch Railway [illegible] connection Chord and for Traffic Sidings and Wagon Sheds involve valuations of very considerable areas of land. The references are already 35 in number and it is [illegible] cally certain that many more will be filed.

As the properties to be dealt with form in most instances portions of a continuous area, it is probable that some of the questions raised in each case will be of a character similar to, and have a bearing on questions raised in other cases, and I am to say that the Board consider it most desirable that the same Judge should try all the references.

It is understood that claims based on hypothetical development and prospective value involving very large sums of money by way of compensation have been preferred and will be adjudicated on in many of the references, and I am to point out that claims of this class in connection with outlying parts of Bombay such as will be before the Court in these references have not (it is believed) yet been the subject of judicial decision.

Futhermore, it may be pointed out that at some time in the near future extensive areas resembling in many respects the areas now under consideration will come before a Special Collector for valuation and the judgments pronounced on matters of principle and

other questions of importance in these references will possibly govern similar questions with regard to more extensive areas of land not now under consideration, and inasmuch as a Special Collector's award cannot be qualified by any reduction, it seems highly desirable that the decisions to be given in these references (and which would form rulings which such Special Collector might feel bound to follow) would possess the highest authority possible under the circumstances.

In addition to the above considerations I am to say that it is believed that under circumstances as they exist at present the hearing of a reference in the High Court is often interrupted by other suits and applications causing sometimes a suspension of the hearing for several days.

For the abovementioned reasons I am to say that the Trustees respectfully suggest that this proposal should be submitted to the Hon'ble the Chief Justice, and that if it is approved with his concurrence a Special Judge exceptionally conversant with values of land and immoveable property in Bombay and experienced in dealing with questions affecting such values should be appointed to decide these references consecutively until they have been disposed of.—I have, &c.,

H. B. HART,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 28th December 1906.

No. 1088 of 1906.

The SECRETARY to GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—The Chamber have been favoured with a copy of a representation recently made to Government by the Bombay Port Trust regarding references pending in the High Court under the provisions of the Land Acquisition Act, which relate to land taken up at Sewri for Bulk Oil Installations and for the Port Trust Railway;

and also for land taken up by the G. I. P. Railway for the Harbour Branch Railway Mahim Connection Chord, and for Traffic Sidings and Wagon Sheds.

2. As the subject is one of great importance and one in which the Chamber's interests are also involved, my Committee have given it their very serious consideration and I am to say they afford their unqualified support to the following practical and very reasonable requests which have been submitted by the Port Trust:—

(a) That a Special Judge exceptionally conversant with values of land and immoveable property in Bombay and experienced in dealing with questions affecting such values should be appointed to try all the references; and

(b) That the same Judge should decide these references consecutively until they have all been disposed of.

3. The Chamber entirely concur with the Port Trust in this matter, and in supporting their representation, my Committee respectfully urge the desirability of appointing the highest authority possible so that the decisions arrived at may form unquestioned precedents for the future.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 9th January 1907.

No. 22 of 1907.

The SECRETARY,
BOMBAY PORT TRUST.

SIR,—I am instructed to acknowledge the receipt of your letter No. 7669 of the 22nd ultimo, and to forward for the information of the Trustees the accompanying copy of a letter which the Committee of the Chamber have addressed to Government in support of your representation in connection with the recent acquisition of property undertaken by the Board of Trustees in which there are a number of appeals to the High Court.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX J.

REFUNDS OF TOWN DUTY ON SUGAR.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, 11th March 1907.

No. 38978 of 1906-1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letters No. 644 of 13th July 1906, and No. 924 of 25th October 1906, on the subject of the refund of Town Duty on sugar I have the the honor to state that our refund system requires that the bags of sugar on which refund is claimed should be capable of identification and should be identified as those on which the duty for which refund is claimed has actually been paid.

It is obvious that this can only be done through some system of marks and in practice it has been decided to accept as identity marks the marks found on the bags and entered on the Import Duty Bill.

You very correctly point out that these marks are at times so numerous and confusing that not only is it difficult to enter them correctly in the Import Bill but that difficulty is also experienced in sorting the different consignments according to marks and delivering them correctly to the consignees. This, however, does not seem to me a matter for which the Municipality can be held responsible and the true remedy seems to me to lie in your own hands—(1) in insisting on a simplification of the marks placed on the bags at the time of export or (2) in obtaining larger accommodation for the sorting of consignments as they arrive.

Your Committee is, I believe, aware that in cases where marks are unidentifiable or bags have become hopelessly mixed, the Refund Department of this Municipality has allowed such bags to be freshly marked with some special mark approved by the Department, provided always that this is done before the bags leave the Docks, and this I would submit is sufficient to obviate any cases of real hardship.

You are also aware that I was prepared to go even further than this and undertake the fresh marking of every bag of sugar received in the Docks on a system which had received the approval of at least one large importing firm. This, however, you have since intimated, is

strongly disapproved of by your Chamber and I will not therefore press it further on your attention.

In conclusion I do not feel that it is within my power to render your Committee any further assistance in this matter as I am not prepared to advise the Corporation to dispense with the present system of identification by marks.—I have, &c.,

W. D. SHEPPARD,
Municipal Commissioner for the City of Bombay.

CHAMBER OF COMMERCE,
BOMBAY, 2nd May 1907
No. 367 of 1907.

The MUNICIPAL COMMISSIONER for the CITY of BOMBAY.

SIR,—Your letter No. 38978 of the 11th March, with reference to refund of Town Duty on exported sugar, has been carefully considered by my Committee who desire in reply to express their regret that your answer to their last letter on this subject does not tend to a satisfactory solution of this important question.

2. By letter and in course of conversation my Committee, on several occasions, have pointed out that the system under which refunds are granted gives rise to many abuses, and is besides troublesome and vexatious; one reason being your refusal to recognise the brand mark on bags as sufficient for purposes of identification. Owing to this, the work of sorting and delivering in the Docks is much increased, for a steamer's cargo for a number of consignees may be marked in many different ways. For example each importer's lot may perhaps be branded with the refiner and/or the foreign trader's mark, with the brand mark of the Sugar, the importer's mark, and so on, all of which you say must appear on the draw-back certificate, or refund cannot be granted. My Committee have also pointed out that because of this stipulation the work of sorting correctly in a confined space at the Docks is rendered more difficult, and that even after the greatest care bags are frequently delivered under wrong counter-marks.

3. In reply, you observe that the Municipality cannot be held responsible for these difficulties; and then you proceed to say that the true remedy lies

(1) "in insisting on a simplification of the marks placed on the bags at the time of export" or

(2) "in obtaining larger accommodation for the sorting of consignments as they arrive."

4. It appears to my Committee that in suggesting these remedies the nature of the business is not understood, and that moreover local conditions have been overlooked.

5. Importers and dealers have obviously in all trading operations to make the best of prevailing systems and existing conditions, and this being so it cannot fairly be contended, as your letter appears to do, that import merchants and dealers should control the actions of refiners, traders and shippers in many different parts of the world; and that they should also arrange for more accommodation at the Docks in Bombay, which, as is only too well-known, is not available.

6. As regards your contention that bags on which refund is claimed must be capable of identification, all you say is that your refund system requires this; but the question naturally arises as to whether the present elaborate and costly refund system is not capable of simplification to a material extent? And until the points this Chamber has constantly urged, *viz.*, that quality marks should be recognised as sufficient, or that a bag of sugar should be recognized as a bag of sugar irrespective of mark, and that the six months' limit should be withdrawn, have been satisfactorily disposed of, my Committee are forced to believe that the refund system of the local Municipality is so organised as to cause a maximum of inconvenience to the trading community of Bombay.

7. My Committee would now draw attention to the net annual revenue derived by the Municipality from the levy of Town Duty on sugar. From details published in your last Report for the year ending 31st of March 1900, the position appears to be as follows:—

Amount collected	Rs.	14,37,309
Amount refunded...	,,	12,56,963
Net Revenue	Rs.	1,81,046
Deduct—Expenses of collection and refund (estimated)...	,,	60,000
Leaving as net profit to the Municipality ...	Rs.	1,20,696

8. From this it appears that the Municipality only secured a revenue of 1¼ lacs out of over 14¼ lacs collected, and that the

refunds amounted to about 88 per cent. of the collections. Considering the amount of labour involved in, and the annoyances caused to the trade by these refunds, it seems to the Chamber to be questionable whether the revenue obtained by this process is not much too dearly bought. For, as the published returns show that over 3 million cwts. of sugar were imported in the official year ending 31st March 1906 into Bombay and as refund certificates are as a rule for a small number of bags only, the work of collecting and refunding an amount, taking the two items together of nearly 27 lacs, must have been enormous.

9. Taking the 10 years ending 31st March 1906, the average net annual revenue from this source appears to have been about 2¾ lacs, which after deduction of expenses will presumably have left only a little over 2 lacs a year to the Municipality. It seems therefore that so far as sugar is concerned the net amount actually received has been out of all proportion to the work done; and this being so it appears to my Committee that this annoying tax is not justifiable.

10. My Committee are therefore of opinion that this tax on sugar should be abolished not only in the interest of trade but with the object of freeing the food of the people from local taxation, and that the Municipality should recover the comparatively small amount of revenue lost from some other source under very much easier and less annoying conditions. In this connection and after having made enquiries in Calcutta and Madras it appears to my Committee that the financial arrangements of the Municipalities of these two cities must be much in advance of those of Bombay, as excepting on timber in Madras no Octroi or Town Duties are levied in either town.

11. My Committee would therefore request that this question may now be considered by the Corporation, to whom it is requested this letter may be submitted, not so much from the point of view of defending a Town Duty and Refund System, which, as has been shown, yields on this article such a very inadequate return, but in the interests of the sugar trade of this port.—I have, &c.,

C. H. ARMSTRONG,
Chairman.
J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 2nd May 1907

No. 371 of 1907.

The SECRETARY to GOVERNMENT.

GENERAL DEPARTMENT,

Bombay.

SIR,—I herewith beg to enclose for the information of Government copy of a letter addressed by my Committee to the Municipal Commissioner for the City of Bombay in reply to a communication from him of the 11th of March 1907 (copy attached) on the question of the refund of Town Duty on exported sugar.

2. This question has been under discussion for a lengthy period, and my Committee much regret that the Commissioner has not yet been able to see his way to consider the matter from the point of view of relieving trade from a vexatious system carried on by the Municipality at considerable cost and, as is obvious from the figures given by my Committee, with much waste of labour.

3. My Committee, therefore, trust that in their endeavour to free the food of the people from local taxation, and trade in an article imported into Bombay for purposes of distribution to up-country centres from the burden of an obnoxious system, they will have the sympathy and support of Government.

4. My Committee also consider that the system of local taxation urgently requires re-adjustment in the direction indicated, and they strongly deprecate a continuance of the present procedure under which trade in Bombay is at a serious disadvantage as compared with Calcutta, where no town duties are levied. The system in Bombay moreover throws upon consumers of all classes of such necessary articles as sugar, grain, flour and ghee, a burden that should properly be borne, as it is in Calcutta, by taxing property.

5. My Committee understand that Government have been addressed on the question of an increase in their contribution to the resources of the Improvement Trust. They however consider that Bombay cannot be regarded as having as good a claim to assistance in the matter of the sanitary improvement of the City, so long as property is relatively so lightly taxed, whereas the readjustment of taxa-

tion suggested would do away with this disparity, and would place the claims of this City on a par, or more nearly on a par, with Calcutta in the matter of its claim to assistance from Imperial Revenues.—I have, &c.,

C. H. ARMSTRONG

Chairman.

J. B. LESLIE-ROGERS,

Secretary.

TOWN DUTY ON SUGAR.

Extracts from Proceedings of Meeting of Legislative Council held on 22nd June 1907.

THE HON'BLE MR. C. H. ARMSTRONG SAID:—

We are taxing the food of the people by the octroi duties we impose, a system which is unknown in Calcutta. A few weeks ago the Chamber of Commerce addressed your Excellency's Government with reference to this matter and I trust that at no distant date it may be possible to arrange with the Municipality that these duties on food shall be abolished. In a quite recent letter to the Municipality the Chamber pointed out that in the year ending 31st of March 1906, 14½ lakhs of rupees were collected by town duty on sugar, of which over 12½ lakhs were refunded, and after deducting expenses there remained to the Municipality a nett revenue of a little under 1¼ lakhs only. These figures are most extraordinary and I do trust that at no distant date the Municipal Budget will be drawn upon more modern lines and that town duties on food which—on sugar especially—are not only vexatious but very troublesome, will be done away with.

SIR STEYNING EDGERLEY SAID:—

Another matter regarding Municipalities was raised by the Hon Mr. Armstrong and it had to do really with the Bombay Municipality. It is a subject of interest all over the Presidency My connection with it dates when Lord Ripon introduced local self Government, and there was a considerable crusade made at that time against Octroi taxation. Up to 1888 that policy was enforced both by Lord Ripon and Lord Dufferin. At that time—and

I am sorry to say that it was in my unregenerate days when I was a Bombay Revenue Officer—I was personal assistant to the Commissioner in Sind, Sir Henry Erskine, a gentleman who had a great reputation, we had considerable controversies with the Municipalities such as Karachi, on the subject of Octroi taxation, and it was considered at that time that the Sind Municipalities were great sinners in the matter. I formed a certain opinion and I have not changed that, though perhaps Sir P. M. Mehta will think that I ought to have done so. Just at the present moment I should like to say a few words which no doubt the Corporation Committee will consider and see what they can do as regards Octroi taxation. The first principle is that if you can do without it, you ought to. There is no doubt that it is unfair when applied in some instances, and if you can raise money in other ways it is better. Octroi in itself is not a very good form of taxation, but helps to raise revenue where a great deal of money has to be spent. In a particular instance the Hon'ble Mr. Armstrong brought to notice a refund amounting to 88 per cent. of the revenue. It is desirable to find subjects for Octroi taxation which do not pass out of the Municipal District again to that extent. Where they do pass out to that extent Octroi taxation has many advantages. There is another remark I wish to make, namely, in regard to the limit of time for the demand for refund, and the identification of the goods for refund purposes. Of course this is an ideal that the Government has yet to set before the Presidency; I mention it purely as a pious opinion of my own. In an ideal system of Octroi, if we must have it, there ought to be no limit of time and no identification of goods. It works in this way, you must assume, that the import cordon around the Municipality is efficient; if you assume that, then everything that comes in has been taxed; if it is not efficient then it is the fault of the administration of the Municipality, and it is difficult to argue that they are entitled to place restrictions on trade in order to make good a deficiency of the import cordon. If you want to export that article, why need you identify it within a limit of time. I have every sympathy with the Bombay Municipality, for unless the revenue is absolutely inexhaustible, Octroi duty is a necessary adjunct to taxation. I was glad to hear from the Hon'ble Sir P. M. Mehta that they had reduced their Octroi duty on grain; of course, that is a step towards total abolition. It is excellent.

APPENDIX K.

INSUFFICIENCY OF WATER SUPPLY IN BOMBAY.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 18th October 1907.

No. 6241 of 1907.

The CHAIRMAN, CHAMBER of COMMERCE,

Bombay.

SIR,—With reference to my letter No. 3907, dated the 3rd July 1906, I am directed now to reply to your letter No. 543, dated the 28th June 1906,* on the subject of the insufficiency of the water supply in the City of Bombay, and in doing so to express regret that necessary references to the Municipal Commissioner and the Corporation have caused delay in the preparation of this reply.

2. In your letter under reference certain instances are given of the inadequacy of the water supply in the City. Government are informed that, though the fires which occurred at Colaba last year were frequent and of a peculiar character, a supply of water with good pressure, was available in each case within a very few minutes, and that frequently the water supply was maintained for several days. Regarding the other instances referred to, it has been ascertained that the want of water in some of the residences at the Apollo Reclamation was due to some local cause and not to the insufficiency of the water supply in the district, in which an "extra high pressure" supply is given daily.

3. Government are assured that the Bombay Municipality appreciate the fact that the population of the City is increasing, and are taking measures to maintain the water supply in a satisfactory state and to meet increased requirements. The important measures now in hand are:—

(1) Providing and laying a 32" main from the Tansa main at Chinchpokli to Malabar Hill Reservoir.

(2) Providing and laying a 24" water main from the Tansa main at Chinchpokli to the Bhandarwada Reservoir.

* See Chamber's Report, 1906, pp. 86, 386.

(3) Providing and laying a 32″ diameter outlet main from the Malabar Hill Reservoir up to the junction of Chowpati and Gamdevi Roads.

The benefits anticipated from (1) and (2) are:—

(*a*) Full quantity at a uniform rate from the Tansa main to the Malabar Hill Reservoir and Bhandarwada Reservoir ensuring better regulation and control to the water supply to all districts.

(*b*) Relief from "water hammer," sudden shock caused to the main by frequent working of the sluices on the Tansa main and branches therefrom. At present when the Tansa supply is distributed direct without at first being emptied into balancing Reservoirs, the sluices are frequently opened and shut to deliver water in different directions and Districts. When the 32″ and 24″ mains are laid from the Tansa main to the Malabar Hill and the Bhandarwada Reservoirs these sluices will remain at rest and "water hammer" action, which causes bursts, will be avoided.

The advantage to be derived from work No. (3) will be an improvement of pressure in the distributing mains in the City generally, but especially in the mains in the Fort and Colaba Districts.

4. The other measures under consideration for improving the water supply of the City are the laying of new mains and the renewal of the worn out mains, replacing them by mains of larger diameter. These will secure a larger supply with increased pressure. The Municipal Commissioner and the Corporation have also under their consideration the advisability of increasing the quantity of water daily available for common use by developing the existing Vehar and Powai water works and by duplicating the Tansa main.

5. I am to observe, in conclusion, that Government feel sure the Chamber will recognize that the financial difficulty to which you allude in your letter is not the only one to be overcome, and that an increase of the daily supply of water involves other considerations of much importance. The disposal of the increased quantity of sewage to be expected from the duplication of the Tansa main is in

itself a serious question. In this connection it has been reported that the Corporation have decided to install additional pumping plant at Love Grove. It is estimated that when this work is completed the pumps will have a combined capacity of discharging 90 million gallons of sewage per day. This rate of discharge will be sufficient to deal with the present capacity of the sewers (constructed prior to 1890), calculated upon a minimum allowance of 5 c. ft. of sewage per head per day and 6 c. ft. per head per day in case of sewers constructed since 1890.—I have, &c.,'

R. E. ENTHOVEN,

Ag. Secretary to Government.

APPENDIX L-I.

OCTROI TAXATION IN SIMLA AND LAHORE.

THE PUNJAB TRADES ASSOCIATION,

SIMLA, 18th October 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

" SIR,—I am instructed by the Committee of the Punjab Trades Association to send you the accompanying copy of Proceedings of an Extraordinary General Meeting of Members of the Association held at Simla on the 23rd of September 1907.

A copy of the papers therein referred to accompanies; also a copy [redacted] Association's memorial to His Excellency the Viceroy.

The Committee ask that your Committee will kindly give the matter their consideration, and we trust that the Chamber will be able to support our views.

I am to add for the information of your Committee that on the 30th of September 1907, a copy of these Proceedings was sent to the Government of India and the Government of the Punjab.—I have, &c.,

JAMES LEADBEATER,

Secretary.

THE PUNJAB TRADES ASSOCIATION,

SIMLA, 30th September 1907.

Proceedings of an Extraordinary General Meeting of Members of the Punjab Trades Association held at the office of the Association at 6-15 p. m. on Monday, the 23rd September 1907, convened for the purpose of considering the matter of Octroi Taxation in Simla and Lahore.

PRESENT.

* * * * *

The Master having declared the meeting open the Secretary read the notice convening the meeting and placed the following papers on the table :—

(*a*) Our protest, dated the 10th of October 1906, against the Revised Octroi Schedule of the Simla Municipality.

(*b*) Our address to His Honour the Lieutenant-Governor on the 31st of August 1907 when His Honour was pleased to receive a deputation of the Association.

(*c*) The petition of the Native trading community of Simla to His Honour the Lieutenant-Governor urging their objection to the Revised Octroi Schedule and praying that His Honour would withhold his sanction thereto.

And under the instructions of the committee he remarked :—

When these papers are read it will be found that very good reason has been advanced against the necessity for any increase of taxation and in particular against any increase of Octroi taxation; further, that very good reason has been advanced for the abolition of Octroi entirely and the substitution of some other form of taxation of more equitable application; that we have shown how this other form of taxation is practicable and that it is realizable without wasting the tax-payers' money in costly establishments as is the case at present in connection with Octroi; we have stated that Octroi is vexatious, wasteful and oppressive; we have gone further and indicated that so long as goods may be imported through the Post Office free of Octroi it is illegal for the Municipality to levy Octroi on goods imported in other ways, and that taxation without representation is wrong.

We have represented that the levy of Octroi on sea-borne goods which bear Imperial Customs duty is unsound and detrimental to the manufacturing and wholesale trade interests of England, and we have shown that to levy octroi on freight and charges is a heavy additional burden resulting in a much higher rate of tax than is apparent from the Octroi Schedule put before the public.

We brought to notice that the meeting of the Municipality at which the Revised Octroi Schedule was finally considered was not representative, and we indicated that the figures put before the Government by the Municipality were misleading.

The result is letter, No. 2515-S., dated the 20th September 1907, from A.B. Kettlewell, Esq., Secretary to Government, Punjab, which gentlemen, is now for your consideration. We are told that the Lieutenant-Governor has given his most careful consideration to the papers, and His Honour has come to the conclusion that there is not sufficient reason for withdrawing the sanction accorded to the Revised Octroi Schedule, and in regard to that very important matter of the injustice to local trade which is the result of the action of Government in carrying post parcels free of Octroi it is stated that His Honour will, as he promised the deputation, see the Director-General of Post Offices on the subject, but is not very sanguine of being able to make the arrangement which the Association asks for. On the several other points we are left uninformed as to the views of Government.

In view of the fact that we gave, in our opinion, several good reasons against increased taxation, His Honour's conclusion is most disappointing.

I have to-day received from a non-member a copy of a letter he has addressed to a Member of Parliament on this subject. I have not had an opportunity of placing it before the Master for his consideration but I feel that I should allude to it and state that it is available to the meeting.

2. The Master then opened out the subject more fully, reminding the meeting of all the troubles to the Trades, and the injustice, the result of this objectionable form of taxation. Discussion followed, and with a feeling that further appeal to His Honour the Lieutenant-Governor would not avail, it was unanimously *resolved* to

inaugurate a constitutional *Octroi Campaign* operating on all the following lines simultaneously :—

(*a*) Memorialise His Excellency the Viceroy and submit a copy to the Secretary of State for India for information.

(*b*) Submit copies to Members of Parliament trusting that they will give the matter their favourable consideration.

(*c*) Appeal for the sympathy of the Press and the Trades in India.

(*d*) Appeal for the sympathy of the Press and the support of the Manufacturing and Wholesale Trade in England.

(*e*) Question the legality of the position of the Municipalities of Simla and Lahore by test cases at law, under responsible legal advice. The Indian Trading community being free to nominate their own representative to safeguard their interests in all arrangements involving legal advice, at the cost of the general fund.

(*f*) Appeal by public advertisement for funds at a fixed rate of subscription, *viz.* :—

European Firms ...	...	...	Rs.	10
Native Firms ...	...	...	„	5

The cost of the undertaking will be very considerable, and the funds of the Association are not available for the purpose.

3. It was observed that while the state of affairs in this connection in Simla and Lahore will form the main consideration, the interests of the Trades wherever Octroi Taxation exists are immediately involved and further that the matter is one that concerns largely the whole Trading Community in India, and that in this view the Punjab Trades Association need have no hesitation in putting forward an open appeal for funds. Money received will be separately accounted for and anything in excess of expenses incurred will be returned to subscribers *pro rata*.

4. It was observed that Manufacturers and the Wholesale Trade in England whose goods have to bear the double tax of Import Customs Duty and Octroi while locally manufactured goods are subject to Octroi only, were intimately concerned in this public protest against

Octroi and that the Association was therefore justified in looking for their sympathy and support.

5. The following gentlemen were elected to constitute a Committee to give effect to the foregoing resolution, with power to add to their number:—

o o o o o

To His Excellency the Right Honourable

Gilbert John Elliot-Murray Kynynmound

Earl of Minto, P.C., G.M.S.I., G.M.I.E., G.C.M.G.,

Viceroy and Governor-General of India.

The humble memorial of the Punjab Trades Association.

Most respectfully Sheweth,—1. That the Octroi Schedule of the Simla Municipality as in force to 30th September 1907, represented an advance in rates on the previous schedule and it was understood that this advance was introduced as a tentative measure.

Sanctioned by Punjab Government Notification No. 304, dated 25th June 1902.

That the Government of India requested the Simla Municipality in revising the schedule to have regard to a maximum local tax of Rs. 1-9-0 per cent. on all merchandise imported by sea.

That the Government of India in their letter noted in the margin state that any extension, even in exceptional circumstances, of the *economically objectionable Octroi* system must be subjected to very close and careful scrutiny and that they are of opinion the whole schedule which may be prepared by the Municipality should only be sanctioned for a limited number of years.

Letter No. 18, dated 30th June 1901, from Secretary to the Government of India to Secretary to Government of the Punjab.

2. That instead, another revised schedule has been brought into force from the 1st of October 1907, which not only does not observe the principles laid down in the foregoing orders of the Government of India but contravenes them further; it will be seen from the existing schedule that the rate in many instances is doubled, while in not a few it is quadrupled, on the original schedule.

Sanctioned by Punjab Government letter, No. 304, dated 4th April 1907, and subsequent Gazette Notification.

3. That at a meeting of Members of the Trading community of Simla on the 9th of October 1906 this Revised Schedule which was then under circulation for objections was considered and the conclusions arrived at, and observations made, at the meeting were communicated by the Committee of this Association to the Municipal Corporation of Simla in a letter, dated the 10th of October 1906.

That further representation was made to His Honor the Lieutenant-Governor of the Punjab on the 31st of August 1907 when His Honor was pleased to receive a deputation of the Association in connection with this matter.

That the Indian Trading community of Simla likewise appealed to His Honor to withhold his sanction to the Revised Schedule for reasons assigned.

Appendix A.

4. That the three representations thus made set forth the following objections and suggestions:—

(*a*) Necessity for increase of taxation is not established.

(*b*) Assuming, but not admitting, increase of taxation to be necessary, it is undesirable that it should take the form of octroi.

(*c*) Octroi taxation as represented by the Revised Schedule is excessive.

(*d*) Octroi as a form of taxation is vexatious and wasteful; it hampers trade, and restriction to the development of local trade is not in the interests of a town or its community.

As a form of taxation it has been abandoned in most European countries.

The view at one time held by the Government of India that taxation by octroi is an administrative necessity in the Provinces of Northern and Western India cannot be maintained by the results of later experience.

(*e*) The substitution of other form of taxation is practicable and is realisable without wasting the tax-payers' money as is the case at present with octroi.

Rs. 1,50,000 can be raised independently of octroi, and more if required, by other existing methods.

(*f*) The retention of existing methods which are cumbersome and wasteful of the tax-payers' money is not however advocated, and it is strongly urged that the revenue required be raised by an increased rental tax which will affect the whole community in due proportion.

(*g*) It being open to the public to import goods through the Post Office free of octroi an injustice to local traders is the result, as it brings them into unfair competition with markets that are not burdened with this tax.

(*h*) So long as goods may be imported through the Post Office free of octroi, it is illegal for a Municipality to levy octroi on goods imported in other ways.

(*i*) The meeting of the Municipality at which the Revised Octroi Schedule was finally considered was not representative.

(*k*) Taxation without representation is wrong.

(*l*) The levy of octroi on sea-borne goods which bear Imperial customs duty is unsound, as by the double tax the cost of imported goods is made unduly high tending to a diminished consumption; this is detrimental to the manufacturing and wholesale trade interests of England and England's Colonies, and it cripples the European retail trader as also Indian traders who handle imported goods, as it reduces materially the profits which can ordinarily be looked for, the endeavour to build up a business in such goods being thus retarded if not actually restricted.

(*m*) The levy of octroi on freight and charges is a heavy additional burden, resulting in a much higher rate of tax than is apparent from the Octroi Schedule.

5. That in reply to our representation to His Honor the Lieutenant-Governor of the Punjab, we have been informed that His Honor has come to the conclusion that there is not sufficient reason for withdrawing the sanction accorded to the Revised Octroi Schedule, and in regard to the very important matter of the injustice to local trade which is the result of the action of Government in carrying

post parcels free of octroi, His Honor promises to see the Director-General of Post Offices, but is not very sanguine of being able to make the arrangement which the Association asks for.

(The Simla Corporation has since been informed by the Postmaster-Genenal, Punjab, that post parcels are exempt from octroi throughout the Punjab; apparently, therefore, it has been decided to continue the arrangement.)

6. That on the several other points we have urged for consideration we are left uninformed as to the views of Government.

7. That at an Extraordinary General Meeting of Members of the Punjab Trades Association on the 23rd September 1907, it was unanimously resolved to memorialise Your Excellency in this matter.

8. That in furtherance of this Resolution we now submit this our humble memorial with the following further observations:—

(*a*) The local trade is being very seriously crippled under the present policy of taxation

(*b*) Although octroi is considered an indirect tax, it becomes in Simla, by the very force of circumstances, a very real direct tax on the importer of sea-borne goods in particular.

(*c*) Octroi taxation, and the freedom to the public to import through the Post Office free of octroi, gives great advantage to markets that are not burdened with such taxation, notably Calcutta, Bombay, and European countries where the Trades have the further great advantage of being on, or nearer, the markets from which they obtain stock, which means that a trader in England is in a position to turn over his stock 10 times a year as compared with 1½ times which is the average of the trader in India who handles Foreign manufactured goods; thus the former has the advantage of the employment of one-sixth of the capital as compared with the latter, while the trader in England has the privilege of placing his goods into India through the Post Office, to the detriment of the trader in India, without contributing in any way to the local taxes.

In England methods are adopted which are equitable and simple and economical in application, and your humble memorialists sub-

mit that similar methods are practicable in Simla and Lahore and elsewhere where octroi is resorted to, and therefore that octroi is not an administrative necessity, and for reasons stated that it should be abolished.

Octroi is not generally resorted to even in India.

(*d*) The procedure under which goods are carried by the Post Office free of octroi is open to the further grave objection that it favours the well-to-do of the community who are able to import many of their requirements, more or less costly, through the Post Office, whereas the poorer classes who through force of circumstances must meet their requirements locally, requirements which in many instances owing to their low value would not in any circumstances be brought in through the Post Office, are burdened with octroi because they are unable to avoid it, and they thus pay an undue proportion of the local taxation.

(*e*) Under our proposal to find Rs. 1,50,000 from houses and lands, instead of from octroi, the State would pay a larger but due proportion of the revenue required; at present the Government do not meet their obligations to the community in this matter, as of the Rs. 1,50,000 obtained from octroi the State pays little or nothing.

9. That your humble memorialists submit this their memorial fully convinced that it will receive Your Excellency's personal consideration ; they pray that, for reasons stated, octroi may be entirely abolished or, if this is considered by Your Excellency to be impracticable, that sea-borne goods which bear Imperial customs duty be exempted and that it be not levied on freight and charges.

That in the event of Your Excellency being unable to comply with the foregoing prayer, the following measures be adopted, *viz.*, the State, the Public and the Tradesman to be placed on an equal footing in all matters regarding local taxation, *i.e.*, the State to pay octroi on Government stores and building materials, etc., as otherwise the Tradesman is paying local taxes for the convenience of the State, and (2) the Public and the Tradesman alike to pay octroi on goods obtained through the Post Office.

10. And lastly, Your Excellency's humble memorialists, as in duty bound, will ever pray, etc., etc.

_____ Master.

_____ Past Master.

_____ Past Master.

_____ Past Master.

_____ Past Warden.

The Punjab Trades Association.

SIMLA, 16th October 1907.

CHAMBER OF COMMERCE,

BOMBAY, 31st October 1907.

No. 996 of 1907.

The SECRETARY, PUNJAB TRADES ASSOCIATION,

Simla.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 18th instant with accompaniments regarding Octroi taxation in Simla and Lahore.

My Committee fully sympathise with you in this matter, and will afford you their support on the general principle that octroi taxation should be entirely abolished in India. The whole question is now under consideration, and it is proposed shortly to address Government on the subject.—I am, &c.,

J. B. LESLIE-ROGERS,

Secretary.

APPENDIX L-2.

THE BRUSSELS SUGAR CONVENTION.

THE WEST INDIA COMMITTEE,

15, SEETHING LANE,

LONDON, E.C., 14th February 1907.

SIR,—I am directed by my Committee to invite the assistance of your Association in an Imperial matter which affects very materially the welfare of our West Indian Colonies, namely, the Brussels Sugar Bounty Convention.

2. The object of this agreement, which came into force on September 1st, 1903, is, as you are doubtless aware, to secure the abolition of the foreign sugar bounties and cartels, which by permitting foreign sugar to be dumped in the markets of this country at a price below the cost of production, were rapidly ruining the cane sugar industry of these countries which were not receiving such artificial assistance.

3. By the Convention, to which the principal sugar producing powers are parties, it was agreed to abolish bounties and to render the existence of cartels impossible. Owing to the existence of high protective tariffs, these cartels or trusts, which consisted of sugar producers and manufacturers, were able to charge the home consumer such a price for their sugar that they were able to export or "dump" the balance of their output at a loss and yet realise a substantial profit on the transaction as a whole.

4. The existence of cartels has been rendered impossible by the Convention, which limits the difference between the Customs duties and the Excise duties. Moreover, a penal clause in the Convention provides that the high contracting powers shall impose a countervailing duty on, or prohibit the import at their territories of, sugars from countries which grant bounties either on production or export.

5. Thus equality of opportunity with foreigners in British markets has been once more restored to the West Indian producer, with the result that considerable developments are already taking place in the West Indian sugar industry.

6. The Convention remains in force for five years, and at the expiration of those five years on September 1st, 1908, it will remain in force from year to year thereafter unless one of the high contracting parties notifies its intention of ceasing to abide by it.

7. Now it has been stated that the present Government have decided not to continue as parties to the Convention after September 1st, 1908, and it is freely stated that they intend to give notice of their decision to withdraw before September 1st, 1907.

8. We therefore venture most earnestly to ask that your Association will support our request that this Convention may be continued. The effect of it has been to restore confidence to the West Indian sugar industry and the sugar refining industry of this country, and this has been brought about without any material rise in price.

9. Moreover, at the present time, the production of sugar of the world is larger than it has ever been before, the effect of the Convention having been merely to stamp out unfair competition, a matter in which we feel sure that your Association must sympathise.

10. Trusting, therefore, that you will be kind enough to address a letter to the Secretary of State for the Colonies, urging the continuance of this salutary measure; and awaiting the favour of a reply.—I have, &c.,

ALGERNON E. ASPINALL,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 14th March 1907.

No. 238 of 1907.

The SECRETARY, the WEST INDIA COMMITTEE,
London.

SIR,—I am directed by my Committee to acknowledge with thanks your interesting communication of the 14th February last, regarding the proposed abolition of the Brussels Sugar Bounty Convention.

The whole question has received the careful consideration of my Committee, and I am to say that while sympathising with your efforts to promote the growth of the Sugar Industry in the West Indies, they regret very much they are unable to see their way to comply with your request to address the Secretary of State as suggested.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

THE WEST INDIA COMMITTEE,
15, SEETHING LANE,
LONDON, E.C., 8th July 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I beg to acknowledge receipt of your letter of March 14th last, with regard to the Brussels Sugar Bounty Convention, and while thanking your Chamber for their sympathy with the West Indian Sugar Planters, regret that they could not see their way to take definite action in the matter.—I am, &c.,

ALGERNON E. ASPINALL,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 2nd May 1907.

No. 373 of 1907.

The SECRETARY to the GOVERNMENT of INDIA,
DEPARTMENT of COMMERCE and INDUSTRY,
Simla.

SIR,—Under date 14th of February last, the Secretary of the West India Commitee, London, addressed this Chamber with reference to the Brussels Sugar Convention which, it was advised, the present Government will probably decide not to continue as parties to after the 1st of September 1908, it being freely stated in London that they intend to give notice of their decision to withdraw before the 1st of September 1907.

2. In view of this, the Secretary of the West India Committee requested this Chamber to address a letter to the Secretary of State for the Colonies urging the continuance of the Convention in the interest of the West Indian Sugar Industry. In reply my Committee advised that while sympathising with the efforts of the Association to promote the growth of the Sugar Industry in the West Indies, they could not see their way to address the Secretary of State as suggested.

3. Shortly after despatch of this communication, my Committee received a letter from the Karachi Chamber of Commerce desiring to know whether this Chamber would join in a representation to the Government of India in support of the continuance of the Brussels Convention by the Home Government, the reason given being that its continuance would be in the interests of the Sugar Trade in general, and the Sugar Trade in India in particular, as the Indian Countervailing Duties necessitated by the European bounties were a distinct disadvantage to free working on this side.

4. My Committee in reply enclosed a copy of this Chamber's letter to the Secretary of the West India Committee, and regretted that they could not join in the proposed representation to the Government of India. Since then my Committee have been favoured with a copy of a letter, dated 24th April, from the Karachi Chamber to your Department, in which it is stated that in the opinion of the Karachi Chamber the continuance of the Convention is advisable for the reasons already given, and this view is apparently endorsed by the Punjab Chamber of Commerce.

5. My Committee consider, however, that the question of the continuance of the Convention is a matter for the Government at Home, as manufacturers and consumers in the United Kingdom are mainly affected by it. They cannot, therefore, agree with the argument advanced by the Karachi Chamber of Commerce that the Government of India should urge the Home Government to continue the Convention, because the countervailing duties levied in this country are a distinct disadvantage to business on this side.

6. The question as to whether the countervailing duties should be reimposed if the Convention is not continued appears to my Committee to be another matter altogether. It does not seem necessarily to follow that if the Home Government decide to withdraw from the Convention, these countervailing duties should be reimposed, for the question of their reimposition depends upon the policy the Government of India intend to follow hereafter in this matter on which my Committee would be glad of information. The question was very fully referred to by the Hon'ble the Finance Minister in the Budget Statement for 1906-07, and it was therein clearly shown that during the years countervailing duties were imposed, the acreage under sugar-cane in British India steadily declined. In the interests of many millions of consumers of imported sugar the question will therefore require very careful consideration, and on this account my Commitee are not prepared at this juncture to endorse the recommendation of the Karachi Chamber, for as has already been stated it does not appear to them that the cancelling of the Convention necessarily means a reimposition of countervailing duties, even if cartels are again formed.—I have, &c.,

C. H. ARMSTRONG,
Chairman.
J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 3rd May 1907.

No. 386 of 1907.

The SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to forward for your information the accompanying copy

of a letter which they have addressed to the Government of India with reference to the Brussels Sugar Convention.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 13th May 1907.

No. 4860 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 386, dated 3rd May 1907, forwarding copy of a letter addressed by the Chamber of Commerce to the Government of India with reference to the Brussels Sugar Convention.—I have, &c.,

R. B. VAKIL,
for Acting Chief Secretary to Government.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
(CUSTOMS)
SIMLA, 11th May 1907.

No. 3994-13.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 373 of 1907, dated the 2nd May 1907, in which you convey the views of the Bombay Chamber of Commerce on the subject of the continuance of the Brussels Sugar Convention.

2. In reply I am to say that the Government of India have no information as to the nature of the action, if any, which His Majesty's Government intend to take with respect to Article X of the Brussels Sugar Convention of 1902. The opinion expressed in your letter under reply has however been noted.

3. With reference to your request for information as to the policy which the Government of India intend to follow in the matter of countervailing duties, I am to say that the Government of India are not prepared at present to make any pronouncement on this point. —I have, &c.,

M. M. S. GUBBAY,
Offg. Under-Secretary to the Government of India.

APPENDIX M.

INDIAN MERCHANDISE MARKS ACT.

FAST COLOURS IN PIECE-GOODS.

CUSTOM HOUSE,
BOMBAY, 27th May 1907.

No. C/8181 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to forward herewith copy of a notice which I propose to issue on the 1st June regarding the tests to be applied to dyed cotton goods bearing such descriptions as "Fast Colour," "Warranted Fast Colour" and the like.

The notice is based on an exactly similar notice, dated 14th instant which has been issued by the Collector of Customs, Calcutta, in which he introduces the test from the 15th August. It is obvious that the same procedure must be adopted at both ports. I would request you to be so good as to communicate the change to all firms importing dyed cotton goods.—I have, &c.,

A. S. A. WESTROPP,
Collector of Customs.

CUSTOM HOUSE NOTICE.

Notice is hereby given to Importers that with effect from the 1st September next such descriptions as "Fast Colour," "Warranted Fast Colour," "Pucca Rung" or the like applied to dyed cotton goods in English or in the Vernacular, will be dealt with as "false trade descriptions" of the material of which the goods are composed, unless the goods stand the test described below :—

TEST.

A swatch of the cloth to be boiled for 10 minutes in a solution containing 4 grammes of a good neutral curd soap to a litre of water. Strands of the dyed cloth to be also twisted with strands of white cloth, and boiled in the above solution for the same period.

If under the above treatment the dyed cloth should change or lose any appreciable portion of its colour other than surface colour, or the colour should run materially from any one portion of the cloth to any other, or into the white fabric soaped along with it, or the solution into which the dyed cloth is boiled become coloured to a material extent, the cloth under test will not be deemed to be of "Fast Colour."

A. S. A. WESTROPP,
Collector of Customs.

BOMBAY CUSTOM HOUSE, 25th May 1907.

CHAMBER OF COMMERCE,
BOMBAY, 29th May 1907.

No. 456 of 1907.

A. S. A. WESTROPP, Esq., I.C.S.,
COLLECTOR OF CUSTOMS,
Bombay.

SIR,—I am directed to acknowledge with thanks the receipt of your letter No. C/8181 of the 27th instant, and to say that the contents of the Notification you propose to issue on the 1st proximo, have been communicated to members of the Bombay Chamber of Commerce. But in order to give the Notification greater publicity the Committee would suggest, for your consideration, the desirability of advertising it in the English and Vernacular newspapers, both in Bombay and up-country, as there are many firms and traders outside the Chamber who are also interested in the matter.—I have, &c.,

C. J. MICHAEL,
for Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 6th June 1907.

No. 465 of 1907.

The SECRETARY, GLASGOW CHAMBER of COMMERCE,
Glasgow.

DEAR SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to forward to you a copy of a letter received from the Collector of Customs, Bombay, together with a copy of the Notification referred to.

There seems to be some doubt on this side as to the character of the test which the authorities in India propose to apply to dyed cotton goods, and I am therefore desired to ask you to kindly favour my Committee with your views on this subject, particularly as to whether your Chamber considers the test a fair one.

As the Notification in question comes into force on 1st September 1907, my Committee would be obliged if you would favour them with a reply, if possible, before that date.— I am, &c.,

C. J. MICHAEL,
for Secretary.

Similar letter to the Secretary, Manchester Chamber of Commerce.

CUSTOM HOUSE,
BOMBAY, 10th June 1907.
No. C/9031 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to this office No. C/8181, dated 27th ultimo, I have the honour to state that I have just been informed by the Collector of Customs, Calcutta, that he has postponed the effect of the notice issued by him regarding dyed cotton goods to the 31st December 1907. I have accordingly taken similar action in order that the procedure at both ports may be uniform and enclose a notice to such effect which I should be glad if you would kindly communicate to all firms importing dyed cotton goods.—I have, &c.,

A. S. A. WESTROPP,
Collector of Customs.

NOTICE.

The effect of the notice published at this Custom House on 1st June 1907 describing the test to be applied to dyed cotton goods marked as "Fast Colour" has, in accordance with a similar postponement at Calcutta, been postponed at this Custom House from the 1st September to 31st December 1907.

A. S. A. WESTROPP,
Collector of Customs.

BOMBAY CUSTOM HOUSE, 10th June 1907.

CUSTOM HOUSE,

BOMBAY, 21st June 1907.

No. C/9783 of 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—In continuation of this office No. C/9031 of 10th instant I have the honour to inform you that owing to a doubt having arisen as to whether the term 'fast colour' is properly a trade description of goods within the meaning of section 2 (2) of the Merchandise Marks Act, the Custom House Notification regarding the test to be introduced in connection with dyed goods marked 'fast colour' has been cancelled at Calcutta and may be considered as cancelled here also.—I have, &c.,

A. S. A. WESTROPP,

Collector of Customs.

CHAMBER OF COMMERCE AND MANUFACTURES,

GLASGOW, 24th June 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

DEAR SIR,—I have received your letter of 6th instant sending a copy of a letter from the Collector of Customs, Bombay, regarding certain tests proposed to be applied to dyed goods together with a copy of the Notification referred to in the Collector's letter.

This Chamber has had considerable correspondence with the Bengal and Manchester Chambers on this matter, and the position they took up was that the Calcutta Collector had no legal power to enforce the test proposed, and that, in any case, the test proposed was too severe, their opinion being that a test of fastness should not be made to depend upon the discolouration of the water in which the goods were treated. This having been duly communicated to the Bengal Chamber, a telegram was received from them on the 19th instant that the Collector had abandoned his proposals both as regards dyed goods and prints, doubts having arisen as to their legality.

As the Bombay Collector remarks that the test proposed there is the same as suggested by the Calcutta Collector, and that the same procedure must be adopted at both ports, I have no doubt the matter will be dropped at Bombay.—I am, &c.,

WILLIAM H. HILL,
Secretary.

CHAMBER OF COMMERCE,
MANCHESTER, 24th June 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I duly received your letter of the 6th June informing me of the proposed action of the Bombay Collector of Customs in the matter of the test for fast colours.

As you are no doubt aware the same action has been taken by the Bengal Collector of Customs and letters have passed from this Chamber to that official and also to the Bengal Chamber of Commerce, suggesting tests which will be more acceptable to the trade. I enclose copy of the two letters. In the meantime, however, *viz.*, on the 19th June, this Chamber has been informed that the Bengal Collector has abandoned proposals, doubts having arisen regarding their legality."

In view of this attitude it is to be presumed that the Bombay Collector will stay proceedings.—I am, &c.,

WALTER SPEAKMAN,
Secretary.

CHAMBER OF COMMERCE,
MANCHESTER, 14th June 1907.

L. F. MORSHEAD, Esq., I.C.S.,
COLLECTOR OF CUSTOMS,
Calcutta.

SIR,—I duly received your letter of the 14th May, for which I desire, on behalf of the Board of Directors of this Chamber, to thank you.

The question of the test applicable to dyed goods had not received particular attention in the resolution referred to in the letters from this Chamber of the 23rd and 25th April. It is observed that you propose to defer action in the case of prints.

The question of dyed colours has now been carefully considered by this Chamber and the following resolution has been adopted, which I was instructed to forward to you :—

"Let two parts by weight of the neutral soap known as Marseilles "soap, of the quality made at the present day, be dissolved in 1,000 "parts by weight of pure soft water. Let the fabric be immersed in "this solution for 15 minutes, without rubbing, at a temperature not "exceeding 150 degrees Fahrenheit. Any colour that would resist "this should be considered "fast" the reverse being, of course, "implied; subject, however, to the following proviso :—

"That where dyed goods stand the test as to the basis or ground "colour, or ground colours where there are more than one, but only "partially resist it as to super-added colours, such dyed goods should "not be condemned as loose colours."

It will be observed that the same formula is employed as in the case of prints, the proviso alone being a variation.

I am to express the hope that you will be able to see your way to adopt these tests.

The suggestion that the expression "Marseilles soap" should be used instead of "good neutral curd soap" was made from motives of practicability. It is clear that for a good working test as to what will pass the Custom House—a test which may be applied to anyone should be laid down. To secure a "good neutral curd soap" would require an analyst's certificate in the first instance. Marseilles soap, being made from vegetable oils, qualified by the expression "of the quality as made at the present day" places it within the power of anyone to apply the test, as they have only to take care to have a supply of the soap.

I wired you on the 13th instant, giving the resolution as to dye colours.—I have, &c.,

WALTER SPEAKMAN,
Secretary.

CHAMBER OF COMMERCE,
MANCHESTER, 19th April 1907.

The SECRETARY,
BENGAL CHAMBER of COMMERCE,
Calcutta.

DEAR SIR,—I am desired by the Board of Directors of this Chamber to write you on the subject of the proposal of the Collector of Customs, Calcutta, to institute a test for fast colours in textiles, brought before this Chamber by your letter of the 10th January, for which I am to thank you, as well as for the file of correspondence enclosed, giving us the fullest information as to the views of the leading Indian Chambers and the Calcutta Import Trade Association.

The matter was submitted for report to the India, China, and Colonial Committee of this Chamber, to which two Directors were added as experts—one a wholesale chemist engaged largely in the production of dye stuffs, and the other a member of the Executive of the Calico Printers' Association.

The Committee came to the same conclusions as those expressed in the third paragraph of your letter under reply. They desired that it should be pointed out to the Collector of Customs that Buch's test was only meant by him to be applied to dyed goods and not to printed calicoes, and that as to the latter there is no quotable test. Owing to the established usage of the last twenty or twenty-five years prints only relatively fast have acquired the well-understood meaning in the trade of being "fast" in comparison with steam prints which are "loose." The Committee therefore considered that the object of the inquiry should be, not to establish a test absolutely fatal to all colours except such as were fast in the dictionary meaning of the term, but some practicable criterion which should make clear the difference in character between the colours in steam prints and those in other kinds of prints. They suggested the following rule of testing:—"Let two parts by weight of the neutral soap "known as Marseilles soap, of the quality made at the present "day be dissolved in 1,000 parts by weight of pure soft water. Let "the fabric be immersed in this solution for 15 minutes, without "rubbing at a temperature not exceeding 150 degrees Fahrenheit." Any colour that would resist this should be considered "fast," the reverse being, of course, implied; subject, however, to the following proviso:—"That where prints of several colours, as, say, padded

prints stand the test as to the ground colours, but only partially resist it as to other colours, such prints ought not to be condemned."

The reason for naming a soap which would afford a satisfactory test is that if this be not done, and the quantitative ingredients of the soap be first laid down—or even if the expression "neutral soap" be used alone—it would deprive those interested of a ready means of testing. They would first of all be obliged to get the soap analysed. It is such an immense practical convenience to name one soap which fulfils the requirements, that Marseilles soap, in which olive oil is a leading constituent was fixed upon.

It will be observed that the Committee say nothing about the discolouration of water as proving looseness. They say "any colour "that would resist their test should be considered fast." A colour may very well be considered to stand a test if there is no visible fading although the water is slightly discoloured.

It is regarded as of great importance that the Collector should accept the definition of "fast" in its relative sense. The practice of marking "steam" prints as fast is much to be deprecated and if he will take a practical view of the matter his surveillance would put a stop to this. If, however, he proposes to condemn as infringements of the Merchandise Marks Act all textiles not absolutely fast, (*i. e.*, impervious to all attempts to remove the colour) the use of the "fast colour" mark although justified by the usages of the trade, will be brought to an end, which would be considered unduly arbitrary, and would lead to endless friction and difficulties with importers.

The Board of the Chamber approves of these views, and I am instructed to bring them also directly before the Collector of Customs.—I am, &c.,

WALTER SPEAKMAN,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 4th July 1907.

No. 563 of 1907.

The COLLECTOR of CUSTOMS,
Bombay.

SIR,—I am directed to acknowledge receipt of your communication No. C.-9783 of the 21st of June stating that the Custom House

Notification regarding the proposed test on "Fast Colour" dyed goods has now been cancelled.

2. Whilst thanking you for this information my Committee direct me to point out that the issue of the original order without, as it now appears, due consideration and full inquiry, has caused a great deal of inconvenience and trouble to merchants dealing in such goods: many consultations and much correspondence with dealers, manufacturers, and shippers having been rendered necessary by the issue of the order above referred to. All this, my Committee contend, could have been obviated had legal opinion, Chambers of Commerce in England, and the trade generally been consulted as to the test that was to be applied prior to the issue of this order by the Imperial Customs Service, which, it may be pointed out, has been specially formed to protect traders against inconveniences of this nature.

3. My Committee further beg to point out that the procedure followed in this instance has completely ignored—or so it appears to them—the *raison d'etre* of the Imperial Customs Service, which was instituted with the object of consultative and uniform action throughout India. It was understood that in the event of changes being introduced, mercantile opinion, both here and at Home, would first be thoroughly sounded, and that simultaneous notices would then be issued at all Indian Ports. It appears however that in the matter now under discussion this procedure was not adopted, Bombay apparently having merely followed the lead of Calcutta, thus indicating that there was no joint or uniform action in the Department, and that no precautions were taken to obviate the possible dislocation of trade by the issue of such a Notification.

4. In view of what has happened, my Committee beg respectfully to request that in a similar case in future the Indian and Home Chambers be formally and fully consulted, and that on the question being finally decided uniform action be taken by the Customs authorities at all Indian Ports simultaneously.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 4th July 1907.

No. 566 of 1907.

The SECRETARY to the GOVERNMENT of INDIA,
DEPARTMENT of COMMERCE and INDUSTRY,
Simla.

SIR,—I am directed to forward for your information the accompanying copy of a letter addressed by my Committee to the Collector of Customs, Bombay, with reference to a recent Notification regarding "Fast Colour" dyed goods.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 4th July 1907.

No. 568 of 1907.

The SECRETARY, BENGAL CHAMBER of COMMERCE,
Calcutta.

DEAR SIR,—I am directed to forward for your information the accompanying copy of a letter addressed by my Committee to the Collector of Customs, Bombay.

They feel that the incident calls for a protest, as a great deal of unnecessary inconvenience and trouble has been caused to merchants by the absence in this matter of consultative and uniform action on the part of the Imperial Custom Service of this country.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

Similar letters to the Madras, Karachi and Burma Chambers of Commerce.

CUSTOM HOUSE,
BOMBAY, 12th July 1907.

No. C/10818 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter of the 4th July 1907.

I fully appreciate your Committee's view that uniform action in such matters is most desirable, and it was in fact in the endeavour to bring about a uniformity which appeared endangered by the issue of the Calcutta notice that a similar notice was submitted to your Committee prior to issue with my No. C/8181 of 1907. I had reason to believe that the Bombay Chamber were not opposed to the introduction of some differentiating test and I should of course have been prepared to have considered the wishes of the Bombay Chamber regarding any modification of the recognized test which Mr. Morshead had already introduced in Calcutta after consulting the Bengal Chamber. The eventual withdrawal of the notice was due to a disputed legal point unconnected with the nature of the test. I regret any inconvenience which may have been caused. Your Committee may be confident that I shall in all suitable cases take steps to get matters referred to the Department of Commerce and Industry for the purpose of attaining to the necessary general uniformity and to secure that no trade interests are overlooked.—I have, &c.,

A. S. A. WESTROPP,
Collector of Customs.

GOVERNMENT OF INDIA,
DEPT. OF COMMERCE AND INDUSTRY,
(CUSTOMS.)
SIMLA, 13th July 1907.
No. 6063-76.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 566, dated the 4th July 1907, with which you forwarded a copy of a letter addressed by the Committee of your Chamber to the Collector of Customs, Bombay, with reference to a recent notification issued by him regarding "Fast Colour" dyed goods. The Chamber's remarks have been noted by the Government of India, and will receive attention.—I have, &c.,

M. M. S. GUBBAY,
Offg. Under-Secretary to the Government of India.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 20th July 1907.

No. 1202 of 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

DEAR SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your letter No. 568; dated 4th July, forwarding a copy of a representation which you have made to the Collector of Customs, Bombay, upon the matter of "Fast Colours" in Piece-Goods.

2. With the views which you express the Committee are in accord, except that as regards Calcutta the Chamber was consulted, though the notice was issued before a test had been agreed upon. The correspondence was commenced by the Collector of Customs here in September last, and it has been in progress ever since. It might have been altogether avoided, as might also the trouble and annoyance caused by the publication of the notice regarding dyed goods, had the Collector in the first instance sought legal advice as to his powers under the Act, and perhaps had he consulted the Collectors of Customs at other Indian ports. At the same time the Committee are inclined to doubt the wisdom of bringing this omission prominently forward now. The legal opinions which have been given state definitely that the words "fast colour" do not constitute a trade description within the meaning of the Act. The Collectors of Customs have consequently no authority over "fast colour" tickets, and it follows that steam prints—which are of course loose colour goods—may be safely marked as fast colours. The practice of so marking this class of goods is, the Committee think, greatly to be deprecated in the general interest of the trade, which in fact is now in a worse position, and less protected, than it was before the Collector took action. It is therefore desirable to get back as far as may be possible to the *status quo ante*; but the Committee fear that the practice may be unduly encouraged if attention is publicly drawn to the recent discussion, which has shown that no steps can be taken against it under the Merchandise Marks Act. For this reason they consider that the question should be allowed to drop, although as

you will understand they agree with you in thinking that the action of the Collector is open to grave criticism.—I am, &c.,

H. M. HAYWOOD,
Secretary.

CHAMBER OF COMMERCE,
MADRAS, 18th July 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I beg to acknowledge receipt of your letter of the 4th instant, together with a copy of your letter to the Collector of Customs, Bombay, protesting against the procedure adopted in the case of the proposed test in "Fast Colour" dyed goods, which has been cancelled. Before taking any action in the matter, this Chamber has resolved to await receipt of a copy of the Bombay Collector's reply to your protest, and will be much obliged if you will favour it with one at your early convenience.—I am, &c.,

A. C. LAWSON,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 24th July 1907.

No. 655 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Madras.

DEAR SIR,—In acknowledging with thanks the receipt of your letter of the 18th instant, I am directed to forward for your information, as desired, a copy of the reply received by this Chamber from the Collector of Bombay regarding the proposed test for "Fast Colour" dyed goods.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 31st July 1907.

No. 689 of 1907.

The SECRETARY, GLASGOW CHAMBER OF COMMERCE,
Glasgow.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 24th June last on the subject of Fast Colours in Textiles, and to inform you that the Bombay Collector, following the example of Calcutta, has withdrawn the Notification regarding the tests that were to be applied, and in consequence the whole question has now been dropped.

Thanking you for the interest you have taken in the matter.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

Similar letter to the Secretary, Manchester Chamber of Commerce.

BURMA CHAMBER OF COMMERCE,

RANGOON, 30th July 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—With further reference to your letter No. 568, dated the 4th July 1907, in the matter of the absence of consultative and uniform action on the part of the Imperial Customs Service in India I am desired to inform you that this Chamber is quite in sympathy with you.

I am to add for your information that no such Custom House Notification, as referred to in your letter, was issued here.—I am, &c.,

CHAS. CONES,
Secretary.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
(CUSTOMS)

SIMLA, 1st August 1907.

No. 6511-76.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—In continuation of the correspondence ending with my letter No. 6063-76, dated the 13th July 1907, on the subject of the proposed test for "Fast Colours," I am directed to say, for the information of your Chamber, that the Government of India have issued the necessary instructions in the direction of securing uniformity of procedure at all ports in similar cases in future.—I have, &c.,

M. M. S. GUBBAY,
Offg. Under-Secretary to the Government of India.

KARACHI CHAMBER OF COMMERCE,
KARACHI, 1st August 1907.

No. 365.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I beg to acknowledge receipt with thanks of your letter of the 4th ultimo, forwarding copy of a letter addressed by your Committee to the Collector of Customs, Bombay, regarding the unnecessary inconvenience and trouble caused to merchants by the absence of consultative and uniform action on the part of the Imperial Customs Service in the matter of the proposed test on "Fast Colours" dyed goods, since cancelled.

I am directed to inform you in reply, that my Committee fully concur in the action taken by your Chamber. As, however, no order re the propose test was issued by the Customs Authorities at this Port, similar action on the part of this Chamber seems unnecessary.—I have, &c.,

C. H. CHETHAM,
Secretary.

CHAMBER OF COMMERCE,
MADRAS, 2nd August 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I beg to acknowledge with thanks receipt of your letter of the 24th ultimo, enclosing copy of a letter addressed to the Collector of Customs, Bombay, and his reply thereto, regarding 'Fast Colours' in piece goods.—I am, &c.,

A. C. LAWSON,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 8th August 1907.

No. 721 of 1907.

The OFFG. UNDER-SECRETARY to the GOVERNMENT of INDIA,
DEPARTMENT of COMMERCE and INDUSTRY (CUSTOMS),
Simla.

SIR,—I am directed to acknowledge with thanks your letter No. 6511-76 of the 1st instant, regarding instructions issued by Government to ensure uniformity of procedure at all Ports.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
MADRAS, 5th September 1907.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to the test that the Customs Department in Calcutta recently proposed to apply in order to differentiate between fast and fugitive colours in piece-goods, I beg to state that this Chamber has recently considered the matter on the information at present available. While it is not prepared to make any definite suggestions as to the nature of the test that might be adopted, in view of the difficulty, in the absence of expert opinion, of deciding what is a fair, simple and easy test, the Chamber considers that it is desirable that some action should be taken in the direction proposed.

It is imperative in the Chamber's opinion, that steps should be taken to prevent inferior printed and dyed goods masquerading as those of a superior class, by restricting the use of "fast colour" tickets to such goods as would rightly come under this designation. With this object in view the Chamber would be prepared to join in any movement and I beg therefore to invite an expression of the views of your Chamber on the subject.—I am, &c.,

V. G. LYNN,
Chairman.

A. C. LAWSON,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 20th September 1907.

No. 854 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Madras.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 5th instant, and to say that my Committee fully agree with you that something might be done to prevent inferior printed and dyed goods being passed off as of superior quality by the misuse of "Fast Colour" tickets.

They, however, consider that until the Manchester and Glasgow Chambers settle the question with printers and dyers as to what the test should be, it would not be advisable to move Government in the matter, and thereby run the risk of placing importers under the arbitrary power of the Customs authorities out here.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 12th September 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—My Committee understand that some time ago when the Collector of Customs, Calcutta, proposed to apply to coloured

piece-goods described as "Fast Colour," "Warranted Fast Colour," "Pucca Rung," or the like, a test which it was considered would fairly determine whether the trade description given was false or not, your Committee, it is believed, considered it desirable that before any such intervention, the questions should be referred to expert opinion in Manchester and Glasgow, as to the proper definition of a "fast colour", and what would be a fair test to apply in order to determine whether goods answered to such definition. If the facts are as stated, I am to ask the favour of being furnished with the opinions, if any, received from Manchester and Glasgow.—I am, &c.,

A. SHAKESPEAR,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 27th September 1907.

No. 882 of 1907.

The SECRETARY,
UPPER INDIA CHAMBER of COMMERCE,
Cawnpore.

DEAR SIR,—with reference to your letter of the 12th instant I am directed to inform you that, when the Calcutta Collector of Customs issued the Notification regarding the tests which were to be applied to dyed Cotton Goods, this Chamber addressed the Manchester and Glasgow Chambers on the subject, stating that there seemed some doubt on this side as to the character of the test which the authorities in India proposed to apply, and asking for the views of the abovementioned Chambers, particularly as to whether they considered the test a fair one. Before, however, a reply was due, the Notification referred to was withdrawn both in Calcutta and in Bombay, and the whole question was, in consequence, allowed to drop.

However, in reply to the request at the end of your letter, I beg to enclose for your information copies of letters received from the Manchester and Glasgow Chambers on this subject.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 30th September 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed by my Committee to acknowledge, with thanks, receipt of your letter No. 882, dated 27th instant, together with the enclosures referred to therein on the subject of "Fast Colours in Piece-Goods."—I am, &c.,

A. SHAKESPEAR,
Secretary.

CHAMBER OF COMMERCE,
MADRAS, 8th October 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—With reference to your letter of the 20th September, I beg to enclose copy of a letter received from the Bengal Chamber of Commerce in reply to this Chamber's Circular letter of the 5th September, and to inform you that this Chamber agrees with the Bengal Chamber in considering that the question should, for the present at all events, be allowed to drop.—I am, &c.,

A. C. LAWSON,
Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 11th September 1907.

No. 1503 of 1907.

The CHAIRMAN, CHAMBER OF COMMERCE,
Madras.

DEAR SIR,—I am directed to acknowledge the receipt of your letter, dated 5th September. You enquire if this Chamber would favour some action being taken with the object of restricting the use of "Fast Colour" tickets to such goods as rightly come under that designation.

2. In reply I am to say that the Committee agree with you in deprecating the practice of marking inferior printed loose colour goods with "Fast Colour" tickets. But nevertheless they would hesitate to support any action in the direction which you indicate. For it must be remembered that the term "Fast Colour" is not a trade description within the meaning of the Indian Merchandise Marks Act. This has been clearly stated by the Advocate-General of Bengal and it follows that the Customs authorities cannot exercise any control over "Fast Colour" tickets without an amendment of the law. And the Committee doubt the wisdom of proposing any such amendment, for they fear that it might result in the Act being made more stringent than is desirable in the interests of the trade. Their opinion is therefore that the whole question had best be allowed to drop, although they will nevertheless be glad to be informed of the views of the other Indian Chambers, whom, they presume, you have also approached.—I am, &c.,

H. M. HAYWOOD,
Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 12th October 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed by my Committee to forward herewith copies of my letters to the Madras Chamber of Commerce, dated 9th and 12th idem.—I am, &c.,

C. J. MACKEY,
for Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 9th October 1907.

The SECRETARY, CHAMBER of COMMERCE,
Madras.

Fast colours on cotton Piece-Goods.

DEAR SIR,—With reference to the correspondence ending with my letter of the 21st ultimo, I am directed to advise that my

Committee have given your representation due consideration, but they decided to take no action in the matter at present, as the question of subjecting to a test imported dyed cotton goods described as of "Fast Colour" has been allowed to drop, apparently with the tacit consent of the majority of the other Chambers of Commerce, and no cases of grievance arising out of the proposed restriction have been laid before this Chamber.—I am, &c.,

C. J. MACKEY,
for Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 12th October 1907.

The SECRETARY, CHAMBER of COMMERCE,
Madras.

DEAR SIR,—Since writing you on the 9th instant, I am in receipt of your letter of the 8th idem with its enclosures, and my Committee note that your Chamber now agrees with the Bengal Chamber in considering that for the present at least the question of "fast colours" in piece-goods should be allowed to drop.—I am, &c.,

C. J. MACKEY,
for Secretary.

APPENDIX N.

EGYPTIAN COTTON IN SIND.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 2nd February 1907.

No. 1172 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward for your information a copy of the Press Note issued by Government, No. 1170, dated 2nd February 1907, regarding the cultivation and sale of Egyptian cotton in Sind.—I have, &c.,

G. MONTEATH,
Under-Secretary to Government.

PRESS NOTE.

The measures adopted by Government for the disposal of the crop of Egyptian cotton grown in Sind in 1905 were described in the report of the Director of Agriculture, No. C.-44, dated 19th May 1906, extracts from which were published in the Press Note, No. 6510, dated 7th July 1906. From this report it was gathered that the results obtained from the cultivation of the crop in 1905 fell somewhat short of the high expectations originally formed both as to yield and the price obtainable. There was every reason to believe that the market would grow as the success of the experiment became assured and the zamindars learnt the value of their cotton, but at the same time it was clear that the zamindars themselves could not combine in their own interests, and that Government could, with advantage, intervene in order to bring buyers and sellers together. The Commissioner in Sind and the Director of Agriculture, in consultation, suggested that the zamindars should be assisted to convey their cotton from their fields to a central locality to be ginned, and that the ginned cotton should then either be despatched by rail to the large markets at Bombay or Karachi for sale, or be sold by public auction on their behalf at Mirpur Khas. The latter alternative, with its underlying

assumption that the larger exporting firms would find it to their interest to send their agents to purchase cotton collected at a centre and put up for sale in large quantities commended itself to Government, who were anxious to interfere as little as possible with the ordinary course of trade. Funds were accordingly placed at the disposal of the Commissioner in Sind with a view to arrangements being made under which cotton collected at the collecting centres should be periodically sold by auction at Mirpur Khas, and the sale-proceeds made over to the owners of the cotton *minus* a small commission to cover the expenditure incurred by Government.

2. In September 1906 the Commissioner in Sind held a Conference, which was attended by the Chairman, Chamber of Commerce, Karachi, and the representatives of certain firms and also by Professor Sahebsing C. Shahani as a representative of the cultivating interests. This Conference approved of the action proposed, and the arrangements suggested by the Colonization Officer in his letter No. 3433, dated 20th September 1906, an extract from which is given below, were in due course sanctioned by Government:—

"(3) Arrangements are therefore necessary for Digri, Jamesabad and the Daulatpur tract alone. The area of Egyptian cotton in them is 4,700 acres, or, roughly speaking, 5,100. At an average of 8 maunds per acre this area may be expected to produce 40,000 maunds. Their average distance from Mirpur Khas is as follows:—

	Miles.
Daulatpur	8
Digri	28
Jamesabad	40

"(4) The number of villages in which Egyptian cotton has been grown in each of these three areas is as follows:—

	Villages.
Daulatpur	9
Digri	16
Jamesabad	40
Total ...	65

"(5) Considering the number of the villages and their distance from Mirpur Khas, I think it impossible to arrange to carry putties from each village separately, and have therefore fixed seven sub-depôts at which the zamindars will be directed to collect their cotton. These sub-depôts, will be as follows (subject to future modification as found convenient):—

Daulatpur	...	Daulatpur village.
Digri	...	(1) Digri. (2) Tando Ján Mahomed.
Jamesabad	...	(1) Jamesabad. (2) Kachelo. (3) Deh 30ñ. (4) Jhudo Gudam.

"(6) The scheme which I have the honour to propose is as follows. Each sub-depôt will remain in charge of an overseer. The central depôt at Mirpur Khas will be in charge of one special Mukhtiarkar. The other special Mukhtiarkar will move about visiting the sub-depôts, reporting upon any hitch in the arrangements and paying the zamindars as soon as the price of the cotton sold is received from the central depôt. The special Mukhtiarkar in Mirpur Khas will receive and auction the cotton and also direct the transport. The procedure will be as follows :—

"(7) The overseer in charge of a sub-depôt will receive putties as fast as they are sent in. Upon receipt he will weigh them and give a dated receipt of the amount to the owner, entering a copy of the same in a register with a serial number. Every day he will despatch one copy of his entries for the day to the special Mukhtiarkar on tour and a second to the Colonization Officer, who will thereby be enabled to keep each zamindar's account up to date. Every day he will inform the special Mukhtiarkar in Mirpur Khas by wire of the total amount of putties lying in his sub-depôt, to enable that officer to make the necessary arrangements for its conveyance to Mirpur Khas. When transport arrives at the sub-depôt, the overseer will have the putties re-weighed, packed in bales and despatched with an invoice to the special Mukhtiarkar in Mirpur Khas. He will also on the same day report to the Colonization Officer and the special Mukhtiarkar on tour the fact of the despatch, the amount despatched, and the serial number of his register up to which the putties received by him have been despatched."

3. Notice of the intended sale was given by the Colonization Officer, Jamrao Canal, in the following form :—

"An auction of Egyptian seed cotton will be held in the new grain mandi at Mirpur Khas at 10 A.M. on November 17th. The following will be the conditions :—

(1) The purchaser must either pay at once in cash or deposit at once one-fourth of the amount of his bid. In the latter case the remaining three-fourths must be paid within three days, exclusive of the day of the auction, and in default the deposit will be forfeited, and the cotton resold.

(2) Delivery will be given and must be taken at once upon payment of the full price. In cases where one-fourth of the bid is deposited, the purchaser must pay the rent of the godown in which his cotton is stored for the period between his bid and the final payment, but Government will be responsible for the safety of the cotton during the interval.

(3) Government reserves to itself the right of repurchasing the seed of the cotton, when ginned, at the market rate, and the purchasers will be bound to offer Government the first refusal of the same before they dispose of it.

"The approximate amount of the cotton to be sold on November 17th will be maunds (of 41 seers). For further information reference should be made to the Colonization Officer, Jamrao Canal, Mirpur Khas, Sind."

4. The period of three days prescribed in condition (1) of the notice was subsequently altered to seven days at the suggestion of the Director of Agriculture. The first auction was held on 17th November 1906 in the presence of the Commissioner in Sind and the Colonization Officer. Three others were held on 1st and 15th December 1906 and 5th January 1907 respectively. The results of the sales have been very satisfactory, the prices realized for the cotton varying from Rs. 10-8-0 to Rs. 14-0-3 per maund and competition being keen.

APPENDIX O.

AGRICULTURAL CONFERENCE.

POONA, 26th August 1907.

No. A-4629 of 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—I have the honour to inform you that it is proposed to hold a Conference for the discussion of Agricultural questions at Ahmedabad on Tuesday, the 26th of November. The exact place and time of meeting will be communicated later.

2. The object of these conferences is two-fold (*a*) to explain what work is being done and what results have been achieved, and (*b*) to invite criticism and advice which may serve to indicate the lines on which we should proceed. It has been thought desirable to focus attention this year on certain specified subjects on which the Department especially desires to obtain the views of the general public, and accordingly the following have been selected for particular discussion:—

(A) *Cotton.*—A statement showing the lines on which we are proceeding will be prepared by Mr. Fletcher and laid before the Conference. An advance copy will be sent you before the meeting and Mr. Fletcher will be present to answer any question which may then be put to him.

(B) *Rubber.*—A similar statement will be prepared by Mr. Gammie.

(C) Suggestions are invited on the following questions :—

(*a*) How can this Department assist in establishing closer relations between producers and wholesale dealers ? *Prima facie* it is particularly desirable in the case of any improved varieties introduced by this Department, (e. f. groundnut) to secure adequate prices for such improved produce at once. The view has been expressed that Government should not enter into competition even in cases where early encouragement of producers is essential. The system of a central market organised by Government has met with a considerable measure of success in the

case of the Egyptian cotton in Sind. Is any extension of this system desirable in the case of any other crops?

(*b*) To what extent should we rely on vernacular newspapers for the dissemination of Agricultural information?

(*c*) Would vernacular instruction to be given on certain selected Government Farms be popular and useful?

(*d*) The uses of Agricultural Associations.

(*e*) The uses of Agricultural Shows and the lines on which they should be organised.

(*f*) Transport of garden and vegetable produce.

Any suggestions on the above points should be sent me by October 1st to enable us to fully consider them before the meeting.

In addition to the above, any question on other matters of Agricultural interest will be welcomed and endeavours made to give any information required. All such questions should reach me by the above date.

3. The usual departmental reports will follow.—I have, &c.,

P. J. MEAD,
Ag. Director of Agriculture.

CHAMBER OF COMMERCE,
BOMBAY, 25th September 1907.

No. 877 of 1907.

P. J. MEAD, ESQ., I.C.S.,
AG. DIRECTOR of AGRICULTURE,
Bombay, Poona.

SIR,—I am instructed to acknowledge the receipt of your letter No. A/4629 of the 26th August 1907, with reference to the Conference proposed to be held at Ahmedabad on the 26th November next, for the discussion of Agricultural questions.

2. With reference to the suggestions asked for on questions (*a*) to (*f*), I am to say that those are now under consideration, and that the Chamber will address you fully on the various points in the course of a few days.

3. In the meantime, I am to ask you to kindly favour the Committee, as early as possible, with duplicate copies (say 20 in each case) of the statements.

(*a*) Regarding cotton, which Mr. Fletcher is preparing, and

(*b*) About rubber, which Mr. Gammie has in hand.

Awaiting your early reply.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

POONA, 28th September 1907.

No. A-5286 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge with thanks the receipt of your letter No. 877, dated 25th instant, and to say that the Chamber's request for 20 copies on notes on cotton and rubber has been noted for early compliance.—I have, &c.,

P. J. MEAD,
Ag. Director of Agriculture.

CHAMBER OF COMMERCE,
BOMBAY, 3rd October 1907.

No. 896 of 1907.

P. J. MEAD, ESQ., I.C.S.,
Ag. DIRECTOR of AGRICULTURE,
Bombay, Poona.

SIR,—In continuation of my letter No. 877 of the 25th instant, I am to inform you that the Committee's views on Paras. A. and B. regarding Cotton and Rubber will be submitted as soon as Messrs. Fletcher and Gammie's promised statements on these two commodities are received. And I am to ask you to kindly expedite these communications to enable the Committee to have sufficient time for a thorough consideration of the questions involved.

2. As regards Para. C, inviting suggestions on the various questions asked, I am directed to submit the following opinions:—

(*a*) It is thought producers and dealers might be brought into touch with each other by notifying some central place in Bombay, and perhaps in one or two other large towns, where samples of all new and improved products might be sent for inspection and sale. Merchants and traders should be informed of such arrivals by advertisements in both the English and

Vernacular Press; and notices should also be sent to the surrounding Police Thanas. Further, whenever cotton is available in merchantable quantities Government should send samples and state quantity available for sale to the Cotton Trade Association and the Millowners' Association, and the Chamber of Commerce and the Grain Merchants' Association should from time to time be advised about other produce.

My Committee do not understand the allusion to Government competition, but they consider that in the initiatory stages when official encouragement of producers is essential, it is very advisable that Government should take a vigorous lead in opening up trade and placing new commodities on the market.

It is suggested that Collectors of Districts should be circularised by the Agricultural Department, with a view to ascertaining how new and experimental crops are progressing in their respective Districts. And it is further felt that Collectors should be brought into more intimate touch with all experiments and improvements carried on in the Government Farms.

On the general question of Agricultural improvements my Committee are of opinion that the main effort of the Agricultural Department should be in the direction of improving the indigenous existing products, for it is here that the effects of deterioration are most marked. And the ryot would be more benefited by showing him how to enhance the value of the crop he is well acquainted with, than if his attention was diverted to the adoption of foreign products which he views with suspicion until it is practically demonstrated to him on a more or less large scale that he will be the gainer by growing them.

(*b*) The vernacular papers, it is considered, should not only be given advertisements as above-mentioned, but they should also be encouraged to publish general information referring to local agricultural subjects. For this purpose qualified native writers should be engaged to write short descriptive articles, explaining the improvements made, and the quality and value of the new products placed on the market.

(*c*) Plain and simple agricultural instructions in the vernacular understood by the ordinary village cultivator, should be given

at the Government Farms; and itinerant lecturers speaking the language of the District should be sent out in the Districts, giving lectures specially on Market days, exhibiting samples, and generally attracting the attention of villagers to the work done in the Farms.

(*d* & *e*) As regards Native Agricultural Associations, it is considered premature to start these under existing conditions; but it is thought that Government might encourage agricultural shows, exhibit specimens of the products grown on the Government Farms and offer prizes to outside growers. The products exhibited on these occasions should not only show their Market value, but also have attached a concise description both in English and Vernacular, explaining how, when and where, they are grown, the yield per Bigha or Acre, etc.

The District Shows should, when possible, be held in conjunction with the local village fairs and near to the Experimental Farms, so that visitors to the Show and Fair could be invited to inspect the Farms, and be shown round by a member of the staff qualified to explain the details of the various experiments to them.

(*f*) It is considered that the present railway facilities are very deficient as regards the transport of garden and vegetable produce. My Committee would welcome any steps taken by Government in the direction of organizing a more rapid system of transport from the sources of supply to the centres of consumption. In this connection it is necessary that special wagons should be built and there is no reason why cold storage wagons should not be more employed in this country for perishable articles, and long distance journeys generally. It is well-known that there are places in India which have, or could grow, immense quantities of fruit and vegetables for Bombay and other large towns. But those sources remain untapped for want of railway facilities. It is a matter that should be remedied as soon as possible, and my Committee think the Agricultural Department might approach the Railway authorities on this important subject.

In conclusion, I am to say my Committee would be pleased if you would be so good as to inform them as fully as possible, regarding

the existing conditions under which the fruit and vegetable trade is carried on, more especially as to the railway facilities that are afforded for the purpose.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. A-5988 of 1907.

POONA, 31st October / 2nd November 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—In continuation of this office letter No. A/4629, dated 26th August last, I have the honour to inform you that the Agricultural Conference will meet at Ahmedabad in Hathesing's Wadi (outside Delhi Gate) at 11 a.m. on 26th November next, and to request that the Chamber will be so good as to nominate a representative to attend the Conference.

An early reply is solicited.—I have, &c.,

P. J. MEAD,
Director of Agriculture.

CHAMBER OF COMMERCE,
BOMBAY, 7th November 1907.

No. 1004 of 1907.

P. J. MEAD, ESQ., I.C.S.,
AG. DIRECTOR of AGRICULTURE,
Bombay, Poona.

SIR,—I am directed to acknowledge with thanks your two letters, Nos. 5987 and 5988 of the 2nd instant, and to convey the Chairman's regret that previous business engagements here prevent his accepting your kind invitation to attend the Agricultural Conference at Ahmedabad on the 26th instant.

I am, however, to add that Mr. T. J. Ward, of Messrs. Ralli Brothers, and Mr. A. Leslie, of Messrs. Greaves, Cotton & Co., have been nominated to represent the Chamber on the above occasion.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX P.

PROPOSED LEVY OF INCOME-TAX ON GOODS CONSIGNED TO INDIA FOR SALE.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 8th April 1907.

No. 1798 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to the correspondence ending with your letter, dated 22nd May 1890*, I am directed to forward a copy of a letter, dated the 17th January 1907, addressed by the Calcutta Trades Association to the Government of India, in which it is suggested that the profits of a consignor residing out of British India who consigns his goods for sale to an agent in British India should be assessed to income-tax. I am to request that this Government may be informed whether the objections of the mercantile community to the assessment of such profits are still as strong as they were in 1890. I have, &c.,

R. B. VAKIL,
for Acting Chief Secretary to Government.

CALCUTTA TRADES ASSOCIATION,
(DALHOUSIE INSTITUTE),
CALCUTTA, January the 17th, 1907.

The SECRETARY to the GOVERNMENT of INDIA,
FINANCE DEPARTMENT.

SIR,—The Committee of the Trades Association beg leave to invite the attention of Government to a question which has frequently come under their notice, *viz.*, the trading carried on in this country by the representatives of English and Continental retail traders, with special reference to the point whether Income Tax is paid on the profits derived from such trade.

2. The Committee of the Association have reason to believe that the tax is not paid and as this is obviously unfair to the trader, both

* See Chamber's Report, 1890, pp. 160-338.

European and Native, resident in the country, who, while paying the various taxes imposed by the State, has also to contend with an ever increasing competition, the Committee would respectfully solicit that the Government of India will take such action in the matter as may seem fit. As it now stands, the English trader carries on his trade in India at the expense of the Indian Revenue, and to the manifest detriment of the retail trade of the country.—I have, &c.,

E. HICKIE,
Secretary, Calcutta Trades Association.

CHAMBER OF COMMERCE,
BOMBAY, 19th April 1907.

No. 340 of 1907.

The ACTING CHIEF SECRETARY to GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your communication No. 1778 of the 8th instant, together with a copy of a letter from the Calcutta Trades Association. In reply I am to say that this Chamber still strongly objects to the imposition of a tax on the profits of a consignor residing out of British India who consigns his goods for sale to a recognised and established Agent in this country.

2. My Committee would venture to suggest that the Calcutta Trades Association's letter has been misread by Government. The Association's contention appears to be that profits on business done by commercial travellers direct between the native buyer and the manufacturer at Home should be taxed, not the profits of a consignment sent out for sale to a resident Agent in India.

3. As the matter now stands many manufacturers through their travellers carry on direct business with natives of this country the profit on which is not amenable to Indian income tax, as, in the opinion of my Committee, it should be.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX Q.

ADEN HARBOUR.

CHAMBER OF COMMERCE,
ADEN, 8th June 1907.

No. 62 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—As it would seem the interests of the Port of Aden can only be advanced by continual applications to the Government to consider the same, I am instructed by my Committee to ask your good services in supporting the scheme of dredging the Aden Harbour proposed by a Sub-Committee appointed by the Port Trustees, and approved by them, at a meeting held on 20th July 1906. This proposed scheme was also approved by this Chamber, and in due course was forwarded to the Bombay Government for their sanction. A copy of the Sub-Committee's Report is submitted herewith, and I am to add that if the proposals made therein are carried out, the requirements of the Port, as regards amplitude of area, and depth of water at all tides, will be fully met and all that are desired.

The Bombay Government submitted this scheme to Sir Walter Hughes, Kt., C.I.E., for his opinion, which will be found in the official records with the Government. My Committee is informed that Sir Walter Hughes takes his standpoint from the position when he acted as Chairman to the Port Trust Commission and although it would be rather inconsistent for him to condemn the dredging of the Harbour now, he does not favour the proposed scheme of the Sub-Committee, but submits proposals which this Chamber consider will not meet the requirements of the Port, and that if his ideas are approved by Government my Committee are of opinion it would be far better to meet the expenditure of the Sub-Committees proposal's than doing it in the half measure way as Sir Walter Hughes suggests. My Committee are further informed that Sir Walter Hughes in his report harps considerably on the seemingly personal motives for urging the dredging of the Harbour.

My Committee recognise it in no such light; the object is for the good of the general trade of the place, and the interests of the Port in particular.

In conclusion, I am instructed to again ask your good services and kind assistance and to be good enough to urge the Bombay Governments to give early consideration and decision in the matter. Thanking you in anticipation.—I have, &c.,

JAS. B. JOLLY,
Honorary Secretary.

ADEN, 16th July 1907.

The Sub-Committee are of opinion that all the schemes at present laid before the Board are too expensive to be undertaken. The Port Engineer has worked out another scheme which will somewhat alter the shape of the Harbour to its great advantage. At present it is most awkward for ships to pick up their moorings at Buoys Nos. 3, 5, and 7, on account of the bend opposite Fort Morbat.

This new scheme will provide a channel and inner Harbour 30 ft. deep L. W. S. T.

The breadth of the Channel will be 600 feet and that of the inner Harbour 1,320 feet. The length of the Inner Harbour will be a little more than a mile.

The cost of the scheme if given out to contract is calculated at	Rs.	13,00,411
With contingencies	,,	65,000
	Rs.	13,65,411
From which may be deducted the amount realised by the sale of the Dredger "Mermaid" for which an actual offer of Rs. 1, 80,000 has been made ...	,,	1,80,000
	Net cost Rs.	11,85,411

say Rs. 12,00,000 (twelve lakhs of rupees).

Including the repayment of capital and interest the yearly cost to the fund, if a loan of twelve lakhs at 4 per cent. (to be repaid in 20 years) is raised, will amount to Rs. 88,305 or approximately the amount spent at present on dredging every year.

The cost of the scheme is based on the tender submitted by W. Hill & Co. who sent a representative to Aden to inspect the Harbour. This firm made the offer of Rs. 1,80,000 for the dredger "Mermaid".

The Sub-Committee consider that with a uniform depth of 30 ft. the inner Harbour will be able to accommodate all ships that pass through the Suez Canal even when the depth of Canal is 32 feet. Owing to the restricted nature of the Canal's Channel, vessels passing through require a greater depth of water than in a wide Channel such as will be provided in this scheme.

Dredging the Harbour to a depth of 32 feet is therefore at present unnecessary and in addition the condition of the Trust Fund renders such a scheme financially impossible.

The Sub-Committee strongly recommend that the proposed scheme be carried out by contract and that the limits set for its completion be fixed at 3 years.

If the Port Trustees approve of this scheme, it is requested that instructions may be issued to the Port Engineer to carry on the Dredging in accordance with the plant attached to this report.

C. F. FLETCHER,
Commander, R. I. M.,
Port Officer.

E. O'BRIEN. CAPT.,
Port Trustee.

H. BERRIDGE,
Port Engineer.

W. E. L. MURRAY,
Port Trustee.

(COPY).

LONDON, 16th June 1899.

TO THE RIGHT HON'BLE,
LORD GEORGE FRANCIS HAMILTON,
HER MAJESTY'S SECRETARY of STATE for INDIA.

MY LORD,—We have the honour to refer to the Memorial addressed to Her Majesty's Secretary of State for India, dated 16th April 1885, by a large number of owners of Steamships using the port of Aden, petitioning Lord Kimberly to direct that the work of deepening the

inner harbour so as to enable vessels of deep draught to enter, remain afloat, and leave at all states of the tide, should be begun as soon as possible, stating that the accumulated balance at the credit of the Aden Port Fund would, it was believed, provide the dredging plant required, and that the devotion thereto of the surplus funds which would continue to accrue from the dues levied, would provide for the whole of the work necessary to be done to afford ample accommodation for large vessels in the Inner Harbour.

Owing, as we believe to a great measure, to the representation made by the Secretary of State in response to that Memorial, the Aden Port Trust Act of 1888 was passed by the Bombay Legislative Council, and the accumulated balance at the credit of the Aden Port Fund was handed over to the Trustees by whom a dredger was purchased with the sanction of the Government.

With the dredger so purchased, an entrance Channel and mooring basin have been dredged to 26 feet at low water ordinary spring-tides, where seven vessels can be accommodated.

We are credibly informed that with the completion of the Channel and basin to a depth of 26 feet all over, the present dredging scheme of the Trustees of the Port will be regarded by them as accomplished, and that it is proposed by the official majority of the Board to borrow a large sum of money with which reclamation and other works will be undertaken. We are also informed that a proposal is being considered by the Board to increase and extend the dues and tolls at present levied in the port, to provide additional revenue, although the necessity for this additional taxation has not been sufficiently shown, and is in opposition to the representations which the Mercantile Community at Aden have addressed to the Board.

In consequence of the increased size and draught of steam-ships, and of the importance of Aden as a fortified port for the resort of men-of-war, we desire to strongly advocate to your Lordship that it is necessary for the harbour to be dredged to a depth of 30 ft. at L.W.O.S.T., also that a large mooring basin of this depth should be made, to afford the space required for manœuvering vessels when approaching and leaving their moorings and that at least three more mooring buoys should be included in the deep water area. We venture to say this would carry out the intention of the memorial we have before alluded to, and that on account of the importance of

the Imperial interests associated with the deepening of the Harbour for the accommodation of the vessels of the Royal Navy as well as of the Mercantile Marine, the revenues of the port should be devoted to this work as heretofore, and we beg your Lordship to intervene to prevent the increase of dues, tolls or other port charges which we believe will not be required by a continuance of dredging as advocated herein.—We have, &c.,

G. F. JOHNSON,
Secretary, Peninsular & Oriental S. N. Co.,
and 29 others.

CHAMBER OF COMMERCE,
BOMBAY, 12th July 1907.

No. 580 of 1907.

The SECRETARY to GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—The attention of this Chamber has been drawn to the inadequacy of the shipping accommodation at Aden, and the urgent necessity of dredging a channel and deepening the Inner Harbour so as to admit modern vessels at all states of the tide. A scheme for this purpose has been drawn up by the Port Trustees at Aden, approved by the Aden Chamber of Commerce and already submitted to Government, which has, I am directed to state, the unanimous support of the Shipping and Mercantile interests of this Port. It appears to my Committee to be a question that concerns not only Bombay but all Indian Ports, the whole of the Eastern Trade and the Admiralty also, and as the Suez Canal has now been deepened, it has become more than ever necessary that the dredging operations above referred to should be undertaken without any further delay.

2. The following short resume of the circumstances that led up to the scheme now referred to will be helpful in understanding the situation. On the 16th June 1899 a Memorial was addressed to His Majesty's Secretary of State for India signed by a large number of Shipowners petitioning Government to direct that the work of deepening the Inner Harbour of Aden be proceeded with at once, as this

was found necessary to enable the increasing number of deep draught vessels to enter, remain afloat, and leave at all states of the tide.

3. As far back as 1888 the Bombay Government sanctioned the purchase of a dredger; and an entrance channel and a mooring basin were dredged to a depth of 25 feet at low water ordinary spring tides, where however only a very limited number of vessels could be accommodated. It soon became apparent that, with the greater number of steamers visiting the Port and their ever increasing size and draught, these operations, useful as they were up to a certain point, were utterly inadequate; and in 1900 the Aden Port Trust put forward a scheme for enlarging the channel and basin with improved appliances, and deepening it to 30 feet, urging at the same time that a grant should be made by the Imperial Government, which, however, the Government of India in their reply of the 13th March 1901 refused to support.

4. In view of the repeated representations made by the Aden Port Trust and Chambers of Commerce in Aden and India, the Bombay Government appointed a Commission to enquire into the schemes which had been so frequently urged. This Commission sat at the end of 1901 and, in their recommendation regarding the dredging, stated that it was not only the trade of India that was interested, but that "the shipping interests of the whole Eastern trade are concerned and, under certain circumstances, it was even vitally important to those interests that the harbour should be made capable of sheltering the largest ships engaged in the trade," but nothing apparently has resulted from the deliberations of this Commission.

5. Meanwhile, largely owing to the now greater depth of the Suez Canal, the size of the steamers visiting Aden continues to increase, and unfortunately the inadequate area and depth of the channel and basin at Aden have been emphasized on more than one occasion recently, by serious accidents, arising solely from this cause, which have narrowly escaped being disastrous to the P. & O. Mail steamers, and which are liable to recur unless the suggested Harbour improvements are carried out. It is absolutely necessary to make use of the Inner Harbour, as during the South West Monsoon and at certain times during the North East Monsoon transhipment and coaling work is impossible in the outer anchorage and it is, at nearly all other times, difficult even there.

6. Considering the circumstances above narrated and in view of the urgent importance of this matter, my committee strongly advocate that the work of deepening the channel and basin, and of extending the area sufficiently to take in the largest vessels likely to visit the Port, should be proceeded with at once; and that all the available revenues of the Port should be devoted to it, supplemented if necessary, by a loan from local or Imperial revenues; and considering the great importance of the work to British shipping trading in Eastern waters and to the Admiralty, the question is one deserving the generous consideration of the Government of India.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 13th July 1907.

No. 607 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Aden.

DEAR SIR,—I am directed to acknowledge your letter No. 62 of the 8th June, and in reply to forward for your information a copy of a letter my Committee have addressed to the Bombay Government in support of your scheme for deepening the Inner Harbour at Aden.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
ADEN, 20th July 1907.

No. 73 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 607 of 13th instant enclosing copy of letter which your Committee

have addressed to the Bombay Government in support of our dredging scheme, and to tender my Committee's best thanks for the trouble you are taking on our behalf, and can only hope it will have the desired result.—I am, &c.,

JAS. B. JOLLY,
Honorary Secretary.

MARINE DEPARTMENT,

BOMBAY CASTLE, 17th July 1907.

No. 428 G. of 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—I have the honour to acknowledge the receipt of your Chamber's letter No. 580, dated the 12th instant, regarding the dredging of the Aden Harbour, and to state that it will be laid before Government.—I have, &c.,

ALEX. R. KING,
Asstt. Secretary to Government.

MARINE DEPARTMENT,

BOMBAY CASTLE, 27th July 1907.

No. 458 G. of 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—In continuation of my letter No. 428-G, dated the 17th instant, I am directed to state, for the information of the Chamber, that the question regarding the dredging of the Aden Harbour is at present under the consideration of Government.—I have, &c.,

ALEX. R. KING,
for Secretary to Government.

APPENDIX R-1.

INSECT PESTS.

CHAMBER OF COMMERCE,
BOMBAY, 27th December 1906.

No. 1081 of 1906.

The SECRETARY to GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—The attention of the Chamber has recently been drawn to the danger of the introduction into India of insect pests more particularly through the importation of plants from foreign countries. This danger is ever present, and owing to increased communication and trade with various other portions of the world, and the more rapid transport of merchandise the danger has now become extremely serious. It is reasonable to suppose that if some forms of virulent insect pests obtain a footing here, and are allowed to propagate unchecked, the damage done to the staple crops of this country will be incalculable.

Government it appears have already recognised this danger in connection with the importation of cotton seed, and have in consequence rightly ordered the fumigation of all such seed at the port of entry. My Committee, however, feel that this precaution only affects one source of infection and that a still greater danger lurks in the unrestricted importation of a vast variety of foreign plants into India. This Presidency is most concerned in this matter, as the greater part of the said importations are made through Bombay. In Europe and America very stringent precautions are now taken, and in Australia plants are thoroughly fumigated on both leaving and arriving in the country.

Considering the great importance of the question, my Committee strongly urge that similar precautions may be taken in India, and more particularly in Bombay. It is believed that no special legislation would be needed, as the addition of an extra clause to the Customs Act Notifications would amply meet the requirements of

the situation. In the circumstances, my Committee trust that the subject will meet with the serious consideration it deserves, and that Government will be pleased to adopt early measures in this direction for the protection of the staple agricultural products of this country. —I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 12th January 1907.

No. 345 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No 1081, dated 27th December 1906, regarding measures to prevent the introduction into India of insect pests through the importation of plants from foreign countries, and to state that the subject will receive the attention of Government.—I have, &c.,

G. MONTEATH,
Under-Secretary to Government.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 10th May 1907.

No. 4762 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—In continuation of Government letter No. 345, dated 12th January 1907, I am directed to forward, for the information of the Chamber of Commerce, copies of the papers* specified in the margin regarding a proposal to adopt measures to prevent the introduction into India of insect pests through the importation of plants from foreign countries, and to state that the matter has been referred to the Inspector-General of Agriculture in India for consideration.—I have, &c.,

M. K. NARIMAN,
for Acting Chief Secretary to Government.

* Letter from the Director of Agriculture, Bombay, No. A-1737, dated 2nd March 1907, and accompaniments.
Memorandum from the Commissioner of Customs, Salt, Opium and Abkari No. 2461, dated 19th April 1907.

No. A/1737 of 1907.

POONA, 28th March 1907.

The ACTING CHIEF SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I have the honour to return Government Memorandum No. 344, dated 12th January last with its accompaniment and to report as follows:—

2. The question has been informally discussed with the Inspector-General of Agriculture and Mr. Lefroy, the Imperial Entomologist, and undoubtedly merits careful examination. The attached reports from the Deputy Director of Agriculture, the Economic Botanist and the Agricultural Chemist show that a satisfactory solution of the problem will only be attained after the most careful deliberation. There can be no question that there is considerable danger from the source indicated by the Chamber of Commerce and the recent appearance of the notorious potato moth (*Phthorimœa Operculla*) in the Belgaum District to which Mr. Fletcher refers is a case in point. Legislation has been undertaken in several countries (Natal, West Indies, Australia, etc.) to meet this danger but as pointed out by the Chamber of Commerce action can be at once taken in India under the existing law. The precise form of notification is however a matter of some difficulty which can best be settled after examination by the Imperial experts, in particular Dr. Butler, the Mycologist, and Mr. Lefroy, the Entomologist. The latter, it is believed, was responsible for the form which recent legislation on the subject in the West Indies has taken. It is suggested that the question be at once referred to the Inspector-General of Agriculture with a strong recommendation that the question be at once examined and steps taken to prevent the unrestricted import of plants and the like which may be instrumental in spreading pests and diseases.

3. To enable these officers to formulate satisfactory proposals I understand that they will require detailed information as regards the bulk and nature of such consignments as are ordinarily received at the port of Bombay. On the quantities of the various kinds of vegetable products imported will depend the nature and extent of the disinfecting measures to be imposed. I have the honour to

suggest therefore that the Inspector-General of Agriculture be requested to intimate the precise form in which he requires this detailed statistical information so that arrangements can be at once made with the Customs Officers to commence collecting it.—I have, &c.,

P. J. MEAD,
Acting Director of Agriculture.

Through

The Commissioner of Customs, Salt, Opium and Abkari, Bombay.

Below endorsement No. A/574, dated 2nd February 1907, from the Director of Agriculture calling for a report from the Agricultural Officers regarding the fumigation of living plants imported at the Port of Bombay.

No. C/705 of 1907.

11th March 1907.

Forwarded with compliments to the Professor of Agriculture with the following remarks:—

2. The matter under consideration is a complex one and if the proposals of the Chamber of Commerce are carried out, will require special fumigation chambers with a special staff in charge.

3. The danger of the introduction of insect pests is a very real one and I have now under observation a very serious European potato pest (*Phthorimæa operculella*) which has recently appeared at Dharwar and Belgaum, having been undoubtedly introduced through Bombay in Italian potatoes.

4. The total imports of potatoes into Bombay last year amounted to nearly 4,000 tons. This case suffices to indicate that the fumigation of imported plants will, if carried out, be a work of considerable magnitude.

5. It is of course impossible without a detailed enquiry into the specific varieties of plants now imported to give an estimate of the probable cost of carrying out the suggestions of the Chamber. The question undoubtedly merits the serious consideration of Government.

F. FLETCHER,
Deputy Director of Agriculture.

No. 412 of 1907.

KIRKEE, 13th March 1907.

Forwarded with compliments to the Economic Botanist.

2. The undersigned concurs in full with the remarks made by the Deputy Director of Agriculture.

J. B. KNIGHT,
Professor of Agriculture.

No. 216 of 1907.

KIRKEE, 20th March 1907.

Forwarded with compliments to the Agricultural Chemist with the following remarks :—

1. I agree with the remarks made by the Deputy Director of Agriculture.

2. As regards the importation of garden seeds, no special precautions need be taken in my opinion, as these are usually sent out by reputable firms in Europe and America who, to guard their own interests, export only selected seed.

3. As regards the importation of seeds, tubers, bulbs, etc., of agricultural plants fumigation or some such effective treatment should always be employed.

4. As regards the importation of living plants fumigation or other treatment should only be employed when actually necessary, so as to avoid the destruction of valuable and delicate plants. In the case of plants some method of spraying would probably be more effectual than fumigation.

5. Details of the apparatus required could be obtained from the countries in which precautions are taken to prevent the introduction of plant diseases.

6. In order that the methods should be carried out thoroughly and intelligently it would be necessary to insist that the officer in charge should have a working knowledge of the fungoid and insect pests most likely to be met with so that he could in many cases decide off-hand whether any special treatment was actually needful or not.

G. A. GAMMIE,
Economic Botanist.

No. 1/81 of 1907.

KIRKEE, 23rd March 1907.

Returned with compliments to the Director of Agriculture, Bombay, Poona, with the following remarks :—

1. I am in general agreement with the remarks of the Deputy Director of Agriculture and the Economic Botanist.

2. There should be no practical objection on the grounds of possible damage resulting, to the fumigation of seeds, tubers, bulbs, etc., by some suitable fumigant such as Bisulphide of Carbon, or Hydrocyanic Acid Gas, etc., since subsequent germination would not in general be affected.

3. In the case of living plants, however, the use of the fumigants above mentioned might lead to disastrous consequences. In some cases fumigation with mild fumigants such as tobacco leaf would be probably sufficient, while in others spraying might be more effective. I take it that the method to be employed would depend on the character of the plant, and the nature of the insect pests most likely to be met with.

4. At the Agricultural Conference at Cawnpore, February 1907, during the course of conversation on this subject, Mr. Lefroy, the Imperial Entomologist, emphasized the necessity for fumigation work being put under chemical control, and suggested that either the Chemical Analyser to Government or the undersigned should be made responsible for supervision.

Mr. Lefroy further added that it would tend to simplify matters if one of these officers were sent, say, to Ceylon to enquire into the methods used there.

A. A. MEGGITT,
Agricultural Chemist.

Below letter No. A-1737, dated the 28th March 1907, from the Director of Agriculture.

No. 2461 of 1907.

BOMBAY, 19th April 1907.

Forwarded.

2. As the Director of Agriculture wishes the Inspector-General of Agriculture to be asked regarding the statistical information to be

collected by the Customs Department, the Commissioner has no remarks to offer at this stage. It will be quite possible to detain all consignments of vegetables, seeds, etc., for such fumigation as the agricultural experts decide to be necessary.

W. H. LUCAS,
Acting Commissioner of Customs, Salt,
Opium and Abkari.

APPENDIX R-2.

ANTHRAX AND EAST INDIA WOOL.

BOMBAY, 23rd January 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—It has doubtless come to your notice that the Home Secretary proposes to place East India Wool on the list of "dangerous" wools owing to several cases of Anthrax recently having taken place in England.

Whilst the Brokers and Manufacturers there are taking up the question, and trying to prove that no case of Anthrax can be said to have been directly attributed to the handling of the wool, we shall esteem it a favor if, in the interest of the Bombay Wool merchants, you can place us in possession of information to support their movement, by showing that no cases of Anthrax have taken place of late in Bombay or Districts.

From inquiries made among our clients here we gather that no cases have occurred in Bombay for a number of years.

Seeing that about half the quantity of wool exported from this side of India is shipped at Karachi, we hope you would be good enough to place yourself in communication with the Secretary of the Chamber of Commerce at that Port and obtain any information that may be forthcoming from the Karachi District.

It is true that a certain quantity of Persian wool finds its way through Karachi, and is shipped as *East India Wool*, but we believe

arrangements could be made with the ship-owners to have this stored separately; the Mersey Docks and Harbour Board, with whom all East India wool is warehoused and handled, would probably also provide separate accommodation in the warehouse.

For your information we enclose a copy of the letter addressed to the Home Secretary by the Liverpool Chamber of Commerce on the subject.—We are, &c.,

DAVID SASSOON & CO., LIMITED,
T. POWELL,
Manager.

(Copy.)

CHAMBER OF COMMERCE,
LIVERPOOL, 19th December 1906.

H. M.'s PRINCIPAL SECRETARY OF STATE FOR HOME AFFAIRS,
HOME OFFICE, WHITEHALL, London, S. W.

Anthrax in East India Wool.

SIR,—I am directed to inform you that a special meeting of the Council of the Chamber was held to-day, at the request of the Liverpool Wool Brokers' Association, to consider the circular on the above-named subject issued by your Department on the 8th instant.

Consideration of the matter has been postponed pending the receipt of further information on the subject and the Council would be much obliged if you could furnish them with a statement of the reasons why East India wool in particular is considered to convey the disease.

The Council note that it is not your intention to extend the Regulations before the 10th proximo, and as they may have observations on the subject to bring to your notice on the conclusion of their investigations they would suggest that owing to the holiday character of the next fortnight your decision should be postponed to the end of next month.—I have, &c.,

THOMAS H. BARKER,
Secretary.

The Incorporated Chamber of Commerce of Liverpool.

Memorandum of reasons put forward by the Liverpool Wool Brokers' Association against placing East India Wool on the Dangerous List.

The whole of the importations of this kind of wool for the United Kingdom may be claimed for Liverpool, as only odd lots are occasionally entered elsewhere.

As far back as 1833 it appears that 7 bales were imported, and the quantity gradually increased to 105,533 bales in 1886, 139,577 bales in 1896, and this year it will reach over 155,000 bales.

The average for the past 10 years is about 116,500 bales, and in 1896 the Mersey Docks and Harbour Board completed a new warehouse in Great Howard Street, in which all East India wools are stored for the convenience of importers, buyers and brokers. It should here be remarked that amongst the East India wools there has been for many years past a proportion from Bombay, averaging about 3,500 bales yearly, of so-called Persian produce, really from the Turkish provinces on the Persian Gulf, and 7,500 bales Goat Hair from India, about which further reference hereafter.

The work required and carried out at the Wool Warehouses is manifold but regular, and from the experience of all these years, the deduction is plain that the danger of Anthrax infection is infinitesimal.

The handling of the wool in the warehouse entails uncovering one end of every bale, from which a sample is taken, and the extreme pressure applied in packing the wool in India to save freight, necessitates a good deal of labour in sampling. The workmen besides fingering the wool itself disturb a certain amount of dust and dirt always present, though the wool has been more or less carefully picked, washed, and sorted into qualities and colours before being packed. Also out of every parcel some bales are stripped to have the canvas and hoops weighed for ascertaining the tare to be allowed, and these bales are made up again.

Then all the bales are piled up in rows with every open end exposed for show to the buyers attending the auctions, the samples drawn having been previously sent to the brokers' offices for preliminary examination, assortment and valuation.

At the time of the auctions the buyers assemble at the Warehouse to view the bales and to draw their own samples for valuation, and in so drawing these samples, portions of the wool are pulled about to test the fibre, and the dust or dirt shaken out to ascertain the exact value. This action is so thoroughly carried out that the air in the warehouse is laden with dust, which simply covers the clothes of the buyers and brokers.

Thus the chances of danger to buyers, brokers and workmen are open and palpable. What this danger amounts to may be judged from the experience of members of the Liverpool Wool Brokers' Association, who year in and year out have been living in constant contact with East India Wool. The Chairman himself, Mr. W. Buckley, can count 50 years, the Hon. Secretary, Mr. A. W. Ronald, fully 40 years, and many others nearly as much of this experience, without a single case of Anthrax amongst themselves or any of their staffs. Amongst the workmen this Association has knowledge of only two cases, one that of an elderly man named James Mulroy who died in July 1904, apparently through lack of proper prompt attention and the other that of James Willis, who in October 1906 submitted himself at once to treatment at the Northern Hospital and was well and at work again in the Wool Warehouse within 21 days.

Here comes properly the further allusion promised above to the so-called Persian Wool and Goat Hair, as there is no question of the man Willis having been hurt in handling a bale of Goat Hair. In future, Persian Wool and Goat Hair can be stored in a properly separated division of the Wool Warehouse.

This Association would further submit that outside of Liverpool experience, the Anthrax cases in the manufacturing districts have never been definitely traced to East India wool itself, as this wool is so often blended and machined with other kinds that the real source of infection has always been doubtful. Anthrax, as a disease of animals, is never entirely absent from the herds and flocks of Great Britain and Ireland, but any notice from the Home Office suggesting that Home-grown Wools should be classed as dangerous would be so surprising that it can hardly be imagined, and yet the evidence of possibility of danger is practically the same as that against East India Wool.

Additional trouble and expense to the manufacturers in case of East India Wool being scheduled are not the only effects to be

apprehended as this would perforce tend to restrict the use of it in this country and drive it abroad where no restrictions exist, wherefore the most perfect proof of danger is called for before anything is decided upon. The importance of the trade to the Port of Liverpool is a matter commanding the earnest consideration of all concerned, importers, brokers, and labouring classes, and this Association respectfully protests that the Home Office cannot in justice place such an impediment, as is proposed, in the way of the business in East India wool.—We have, &c.,

W. BUCKLEY,
Chairman.

A. W. RONALD,
Honorary Secretary.

LIVERPOOL, December 27th, 1906.

CHAMBER OF COMMERCE,
BOMBAY, 4th February 1907.

No. 110 of 1907.

The MUNICIPAL COMMISSIONER,
Bombay Municipality.

SIR,—Doubtless the attention of the Municipality has already been drawn to the Home Office Notification proposing to place East India wool imported into the United Kingdom on the list of dangerous wools, owing, it is alleged, to several cases of Anthrax having recently been noticed among the users of the said wool.

I annex herewith a Memorandum by the Liverpool Wool Brokers' Association who, as you will see, do not concur with the view of the Home Secretary in this matter. As the whole question is of extreme importance to the trade in this commodity, more especially in Bombay, my Committee are of opinion that a representation on the subject might with advantage be made to the Home Government. But before moving in the matter it is considered advisable to have further and more definite information as to the prevalence of Anthrax in the Districts from whence the wool is obtained and also as to whether it has been proved that the disease has any connection with the wool trade of this City.

My Committee would, therefore, in the interest of trade generally, be much obliged if you would be so good as to assist them with any information in your possession which bears on this important question.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 4th February 1907.

No. 111 of 1907.

The SECRETARY to GOVERNMENT, GENERAL DEPARTMENT,
Bombay.

SIR,—I have the honour to forward for your perusal and information copies of correspondence addressed by my Committee to the local Municipality regarding a Notification by the Home Office, proposing to place East India wool on the list of dangerous wools.

As the matter appears to be of considerable importance to the trade of this Presidency, the Committee of the Chamber would be much obliged if you would be so good as to favour them with any information bearing on the subject that may be at the disposal of Government.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 4th February 1907.

No. 109 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Karachi.

DEAR SIR,—Doubtless the attention of the Karachi Chamber has already been drawn to the Home Office Notification proposing to place East India wool imported into the United Kingdom on the list of dangerous wools, owing, it is alleged, to several cases of Anthrax having recently been noticed among the users of the said wool.

I annex herewith a Memorandum by the Liverpool Wool Brokers' Association who, as you will see, do not concur with the view of the

Home Secretary in this matter. As the whole question is of extreme importance to the trade in this commodity, more especially in the ports of Karachi and Bombay, my Committee are of opinion that a representation might with advantage be made on the subject to the Home Government. But before moving in the matter it is considered advisable to have further and more definite information as to the prevalence of Anthrax in the Districts from whence the wool is obtained, and also as to whether it has been proved that the disease has any connection with the wool trade of the two ports above referred to. My Committee would therefore in the interests of trade generally be much obliged if you would be so good as to assist them with any information in your possession which bears on this important question.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 19th February 1907.
No. 1799 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 111, dated the 4th instant, requesting information in connection with a proposal to place East India wool imported into the United Kingdom on the list of dangerous wools, and to state that a further communication will be made to you on receipt of a report called for from the Director of Agriculture on the subject.—I have, &c.,

G. MONTEATH,
Under-Secretary to Government.

KARACHI CHAMBER OF COMMERCE,
KARACHI, 20th February 1907.
No. 83.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter, dated 4th February 1907, referring to the Home Notification proposing

to place the Indian wool on the list of dangerous wools, in consequence of cases of Anthrax having recently been noticed among the users of the said wool, and forwarding a memorandum by the Liverpool Wool Brokers' Association dissenting with the views of the Home Secretary in the matter.

I am directed to state in reply that no case of Anthrax amongst the work people or others who handle wool has come to the notice of firms engaged in the wool trade at this Port. It appears therefore to the Committee of this Chamber that any legislation directed against the importation of East India wool into the United Kingdom is quite uncalled for, and I am to add that this Chamber will be glad to support any steps your Chamber may think desirable to protect the interests of wool exporters in this country.—I am, &c.,

C. H. CHETHAM,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 27th February 1907.

No. 191 of 1907.

MESSRS. DAVID SASSOON & CO., LTD.,
Bombay.

DEAR SIRS,—With reference to your letter of the 20th ultimo, I am directed to forward for your information copies of communications received from the Karachi Chamber of Commerce and the Bombay Government respectively, in reply to the Chamber's enquiries regarding the prevalence of Anthrax in the districts.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 3rd May 1907.

No. 375 of 1907.

MESSRS. DAVID SASSOON & CO., LTD.,
Bombay.

DEAR SIRS,—With reference to your letter of the 23rd January last, enquiring whether any cases of Anthrax have been traced to

East India wool in the Bombay Presidency, I beg now to submit some replies received from various sources to the Chamber's enquiries on the subject; and trust the information is what you require.– I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

MEMO. ON THE SUGGESTION TO PLACE INDIAN WOOL IMPORTED INTO THE UNITED KINGDOM ON THE LIST OF DANGEROUS WOOLS.

The wools which we handle come from various parts of India including such distant districts as Fazilka, Bicanir, Nysarabad, Beawar, Jodhpur, etc., and this article is partly pressed up-country and partly sorted in Bombay. Certain kinds of wools are even washed but all are more or less dirty and if the Anthrax microbe can be carried in such wool the Indian modes of cleaning offer very little obstacle to its passage. Previous to being packed in bales it is collected from all over the country in handfuls as it were and any single bale of wool may represent contributions from a very large surrounding district to that where it was pressed. It is quite impossible to expect that any improved method of treating the wool will ever be introduced and East India Wool must therefore go forward to European Markets as it always has done in a more or less dirty condition. Whether this dirt harbours the Anthrax microbe we cannot say and this point must be left to experts.

As regards the effect which would follow the placing of East India Wool on the dangerous list we have no hesitation in saying that the wool trade of India would be slightly disorganized at first but would go on very much the same as it is doing at present but with this difference that the wool would go to other ports than Liverpool. At present Liverpool is the Central Market for East India Wool and buyers attend Liverpool from the Continent and from America. A very large proportion of East India wool is taken by America and the Continent. If therefore restrictions are imposed in Liverpool it is quite possible that Hamburg or some other Continental town would become the popular market for East India Wool and a very valuable trade would be lost to Liverpool. We have no doubt the people in Liverpool are thoroughly alive to this possibility, and we

should encourage them to use every means in their power to bring pressure upon the Home Government to refrain from placing any restrictions on East India wool until the evidence of such necessity is much more serious than at present.

ANTHRAX.

As far as we have been able to ascertain, no evidence has been published in England to show that cases of this disease have occurred through contact with East Indian wools.

On the contrary there appears to be a strong presumption, if we judge by Bombay, that East Indian wools can be handled without danger, because it is the fact that for a number of years wool amounting annually to many thousand bales has been sent here from various parts of India for shipment from this port.

This wool arrives here in a thoroughly dirty condition and has to be cleaned and sorted prior to export. This cleaning, &c., is performed entirely by hand and hundreds of operatives are so employed in the Bombay godowns, but we cannot find that a single case of Anthrax has ever occurred among them. We trust therefore that your Committee will take the necessary steps if there appears a danger of unwarrantable restrictions being placed on East Indian wools.

We use considerable quantities of various kinds of East Indian wool and from careful enquiries which we have made we have to say that at no time have we or our manager heard of anything being the matter with any of our workpeople which suggested Anthrax.

We should think it possible for Government, before legislating in the matter referred to, to subject for themselves samples of the various kinds of wool to thorough examination to and satisfy themselves whether there is any danger of Anthrax in these wools.

No. 1059 of 13th April 1907.

The MUNICIPAL COMMISSIONER,
Bombay.

SIR,—In England owing to the occurrence of several cases of Anthrax amongst wool combers and sorters, chiefly in Bradford, very

rigid regulations have been laid down for the handling of certain wools scheduled as "Dangerous wools." These are Van Mohair Persian Socks, Persian or so called Persian including (Karadi and Bagdad) Alpacca, Pelitan, East Indian Cashmere, Russian Camel Hair, Pekin Camel Hair, and all Mohair other than Van Mohair.

A Home Office order proposes to schedule as "Dangerous" East Indian Wools.

In Bombay there are 44 wool sorting godowns and woollen factories. In the sorting godowns women and children, and even babies with their mothers are to be seen in the room when the sorting is going on although this is contrary to the terms of license issued by the Municipality. The occupiers of these godowns say that no case of Anthrax has ever occurred. It is possible that cases of Anthrax may have occurred and were not recognised, but had this been the case to any extent I hardly think it would have escaped detection. Cases of human Anthrax have occurred in Jails in India amongst persons working in wool and it is only reasonable to expect that workmen living under more unfavourable conditions than prisoners would be liable to contract the disease if the spores are present in the wool or dust. No positive evidence however is forthcoming although enquiries have been made both as to the occurrence of cases of Anthrax among workers in Bombay or of the presence of the spores in the dust by bacteriological examination.

Wool is imported into Bombay from Kathiawar, Kutch Mandvi, Gujrath, Rajputana and Khandahar. From enquiries made at the various factories it is ascertained that the wool is brought to the various centres of this kind of trade from the villages and districts by small dealers and sold to the merchants. The wool is in many cases washed prior to being imported into Bombay.

All the wool is stacked in godowns where it undergoes the following process. If it is found that the wool is very dirty; it is at first washed and dried prior to cleaning it. The process of cleaning is very crude, the wool being either picked and dusted by a large number of women and girls or by being put into large bags into which one or two of the labourers enter and by a constant stamping process free the wool of the dust. These factories or godowns are in the most crowded parts of the city and the means of ventilation

in them are defective and not such as would be expected in such factories where large quantities of dust and wool are constantly present in the air and can be distinctly seen and felt on entering one of these. The ventilation being very defective and insufficient to drive out the dust some of the merchants have put up punkhas to minimise the nuisance. The report refers to the probable infection of the workers in Liverpool by Anthrax through East Indian wool. Epidemics of Anthrax are common among cattle in various parts of India where large numbers of cattle have died. While dealing with the spread of the disease amongst the animals the means by which the disease is communicated to other animals must be first taken into consideration. According to Bacteriologists *Bacillus Anthracis* rarely if ever forms spores in the body, and if the bacillus could be confined to the body and tissues of the carcase, Anthrax in epidemic form would rarely occur in human beings. Many observers have shown that in the course of putrefaction of such carcase the bacilli rapidly die out and that within 10 to 15 days very few remain. But the chief source of infection that gives rise to epidemics among cattle is from the animal while still alive by the bloody excretions from the mouth, nose and bowels discharging bacilli into the air and soil or if slaughtered the blood containing bacilli which rapidly spore. These spores are very resistant organisms. In a dry condition they remain active for the period of a year or more. It is in this condition that they are dangerous to susceptible animals. The spread of this disease to human beings is effected by the handling of carcases or skins or wools of animals which have died of the disease. The mode of infection is by cuts or abrasions or by inhalations or injection of infected dust and wool fibre.

From the detailed circumstances under which the cleaning of the wool is carried out in Bombay, it would be expected that a large number of these wool sorters and cleaners would be infected and it would come under the notice of the authorities of the various Hospitals. The people themselves would refuse to work in this trade if they found that they were being infected. Again the dust from these godowns is removed by gardeners for manuring gardens and fields and any cases among them would lead to suspicion and they would avoid this probable source of infection. Unless very strict observations are made on the following points it is impossible

to definitely form any opinion as to how far the wool of one country or another is the probable source of infection. They are first, whether the wool imported is of dead or slaughtered animals; second, the wool imported should be definitely marked as to its source, *viz.*, village, taluka or country. Third, whether any epidemic of Anthrax have occurred in these places. Fourth, whether the carcases of animals dying of any infectious diseases are buried or burnt or otherwise disposed of. Fifth, observations to be made among the wool cleaners in various godowns in Bombay and in the centres from which the wool is imported and whether any cases of Anthrax develop among them.—I have, &c.,

J. A. TURNER,
Executive Health Officer.

No. 1943 of 23rd April 1907.

Copy forwarded to the Secretary, Chamber of Commerce, with reference to his No. 110 of 5th February 1907.

W. D. SHEPPARD,
Municipal Commissioner
for the City of Bombay.

BOMBAY, May 6th, 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

DEAR SIR,—We thank you for your letter of the 3rd instant, with copies of replies to your queries regarding Anthrax in East Indian Wool. That from the Executive Health Officer is especially interesting, which with the others shall be forwarded to our London House for disposal.

For your information, our London friends, when acknowledging our last communication on this subject, made the remark that they expected nothing further will be heard from the Home Office regarding this subject.

We are obliged for the attention and support you have afforded which has enabled us to protest against restrictions, which if imposed would have tended to drive an entirely English trade to the Continent.—We are, &c.,

DAVID SASSOON & Co., LTD.,
T. POWELL,
Manager.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 21st May 1907.

No. 5140 of 1907.

The SECRETARY to the CHAMBER of COMMERCE,
Bombay.

SIR,—In continuation of Government letter No. 1799, dated 19th February 1907, I am directed to forward for the information of the Chamber copies of the correspondence specified in the margin* on the subject of the proposal to place East India wool imported into the United Kingdom on the list of dangerous wools.—I have, &c.,

*Letter from the Director of Agriculture and of Co-operative Credit Societies, No. A-1437, dated 14th March 1907, with accompaniments
Memorandum from the Commissioner of Customs, Salt, Opium and Abkari No. 1924, dated 19th March 1907
Letter from the Director of Agriculture and of Co-operative Credit Societies, No. A-2200, dated 13rd April 1907.

M. K. NARIMAN,
for Acting Chief Secretary to Government.

POONA, 14th March 1907.

No. A 1437 of 1907.

The CHIEF SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT, Bombay,

SIR,—I have the honour to return the papers forwarded in original with Government Memorandum No. 1797, dated 19th February 1907, and to submit the report called for.

2. Two statements (A and B) are appended, the former showing the imports and exports of raw wool during 1905-1906 into and from the Port of Bombay by rail and the latter those by sea and coastwise.

Of the total imports of about 200,000 cwts. 152,000 cwts. came by rail and the rest by sea and coastwise. To the imports by rail the Rajputana and Central India block contributed 68,200 cwts., Gujarat and Kathiawar 42,700 cwts., and the Punjab 33,300 cwts. Of the imports (43,800 cwts.) by sea and coastwise, 17,000 cwts. came from Persia, 19,200 cwts. from Kathiawar and 5,800 cwts from Cutch.

3. It will be observed from the above figures that Rajputana, Central India, Gujarat, Kathiawar, Cutch, the Punjab, and Persia are the principal sources of the wool market of the Port of Bombay, Persian wool forming a little over 8 per cent. of the total imports. The proportion of Persian wool in the exports beyond sea is still smaller, the percentage being only a little over 3 per cent. The trade in goats' hair is included in that of wool and separate figures are not available.

4. The Principal, Bombay Veterinary College, and the Superintendent, Civil Veterinary Department, are also being asked for any remarks they may have to make about the possibility of danger arising from the wool trade, and a further report will be submitted on hearing from them.—I have, &c.,

P. J. MEAD,

Acting Director of Agriculture.

Through the Commissioner of Customs, Salt, Opium and Abkari, Bombay.

No. 1924 of 1907.

BOMBAY, 29th March 1907.

Forwarded.

A. C. LOGAN,

Acting Commissioner of Customs,

Salt, Opium and Abkari.

STATEMENT A.

Exports from, and imports into, Bombay Port by rail (1905-1906) of wool, raw.

Whence imported or whither exported.	Into Bombay Port.	From Bombay Port.	
	cwt.	cwt.	
Madras	5,210	...	*Note.*—The figures have been taken from the Statements of the report on the rail-borne trade of the Bombay Presidency for 1905-1906. The quantities there shown in maunds have been converted into cwts.
Sind	7	...	
United Provinces of Agra and Oudh	1,005	65	
Punjab	33,329	13	
Central Provinces and Berar	255	5	
Rajputana and Central India	68,204	7	
Nizam's Territory ...	8	...	
Mysore	159	1,360	
Madras Sea Ports ...	...	3	
	1,08,177	1,453	
Gujarat and Kathiawar ...	42,711	157	
Konkan	126	21	
North Deccan	608	1	
East Deccan	...	18	
West Deccan	342	170	
Southern Maratha country	275	36	
	44,062	413	
Grand Total ...	1,52,239	1,866	Net Imports 150,373 cwts.

ICHHARAM B.,
for Director of Agriculture.

STATEMENT B.

Export from, and Import into, Bombay Presidency by sea and coastwise of wool (raw) in 1905-1906.—

Imports from	Into Bombay.	Exports to	From Bombay.	
By sea.	cwt.	*By sea.*	cwt.	
United Kingdom ...	97	Foreign Merchandise	*6,040	*Note.*—The figures have been taken from the annual Statements of the Trade and Navigation of the Bombay Presidency for 1905-1906. The quantities shown in lbs. have been converted into cwts.
Russia	42	(Indian produce.)		
Japan	13	United Kingdom	167,267	
Arabia	5	France	63	
Mekran and Somnaini	8	Germany ...	144	
Persia	17,074	United States ...	1,526	
Turkey in Asia ...	30	Aden	3	
	17,269	Japan	6,692	
		Total ...	175,695	
By coast.		Total by sea ...	181,735	
(Indian Produce.)				
Madras, other ports.	931			
British Burmah ...	13	*By coast.*		
Sind	403			* 4,914 cwts.—exported to United Kingdom.
Cutch	5,830	(Indian produce.)		
Kathiawar	19,227	Sind	...	
Gaikwar's Territory	2	Kathiawar ...	20	1,123 cwts. exported to Japan
Goa	40		20	
	26,446	(Foreign Merchandise.)		
(Foreign Merchandise).		Sind	58	
Sind	97	Kathiawar ...	2	
Cutch	32		60	
	129	Total by coast...	80	
Total by coast ...	26,575			
Grand Total ...	43,844	Grand Total ...	181,815	Net export 137,971 cwts.

Note.—In the Trade and Navigation Report, figures for the Port of Bombay are not separately shown, but as almost the whole of wool trade is confined to the port, the above figures may be taken to approximately represent the trade of the port in this article. The trade of the ports within the Presidency amounting about 90 cwts. has not been shown, as there are no means for ascertaining even approximately the imports into and exports from the Port of Bombay.

ICHHARAM P.,
for Director of Agriculture.

POONA, 23rd April 1907.

No. A—2200 of 1907.

The CHIEF SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—In continuation of my letter No. 'A—1437, dated 14th ultimo, I have the honour to report that, in the opinion of Major Joslen and Mr. Hewlett,—

(1) there is danger of Anthrax from the wool exported from India ;

(2) the danger is not, however, great either to human beings or to animals ;

(3) the proposed restrictions on East India wool are not more necessary than on many other wools, as Anthrax exists in almost all parts of the world, although it is surmised to be more prevalent in Asia than elsewhere.

2. Mr. Hewlett also suggests that information be obtained as to the occurrence or otherwise of cases of wool sorters' disease (pulmonary anthrax) and malignant pustule (localised anthrax) among persons employed in India in picking, sorting and handling the wool before export, as it appears that some valuable information might be obtained from this source.

3. If Government desire that any further enquiries be made, I agree with Mr. Hewlett that it will be best to refer the question to the Inspector-General, Civil Veterinary Department, with a view to the collection of all available information for the whole of India. Such an enquiry will, however, take time and may be deferred till officially directed by the India Office.—I have, &c.,

P. J. MEAD,
Acting Director of Agriculture.

CHAMBER OF COMMERCE,
BOMBAY, 7th June 1907.

No. 467 of 1907.

MESSRS. DAVID SASSOON & CO., LD.,
Bombay.

DEAR SIRS,—In continuation of my letter No. 375 of the 3rd May 1907, I am instructed to forward, for your information, the accompanying copy of a letter received from the Bombay Government, together with its enclosures, on the subject of the proposal to place East India wool imported into the United Kingdom on the list of dangerous wools.—I am, &c.,

C. J. MICHAEL,
for Secretary.

BOMBAY, 1st August 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I received a short note last week from the Hon'ble Mr. M. de P. Webb, in which he sent me a copy of a Memo. in connection with Anthrax and East India wool. He suggests that those firms who are interested in wool might like to see this Memo., and I therefore enclose you the copy I have received, original of which, I believe, Mr. Webb sent to the Karachi Chamber of Commerce. Kindly return when done with.—I am, &c.,

LEIGHTON B. KER.

ANTHRAX AND EAST INDIA WOOL.

Hearing that a Conference was to take place at the Home Office regarding the placing of East India wools on the list of dangerous wools, I at once wrote to the Secretary of State (Home Dept.) and asked that I might be allowed to be present in my capacity of Chairman of the Karachi Chamber of Commerce. I enclose the Home Office's reply in original (Enclosure C) also two other Home Office letters (A & B).

I duly attended the Conference at noon to-day and the whole subject was discussed for two hours. Representatives of East India

Firms who import wool were present, also of the Liverpool Wool Brokers, of the Manufacturers, of certain Trade Associations and of the workpeople themselves.

The Home Office case was (1) that several cases of Anthrax amongst workpeople using East India wools had occurred, (2) that these wools were very dusty and sandy, (3) that something must be done to make the use of the wools less dangerous from (*a*) the risk of Anthrax and (*b*) the danger to the workpeople owing to the excessive sand and dust and dirt that came out of the wool when it was being shaken and winnowed.

The workpeople strongly supported the Home Office case and demanded that (1) all dust and sand should *be burnt* after extraction, (2) certain alterations should be made in the shakers and winnowers, so that by a down draught the dust should not be swallowed by the workpeople but should be extracted and separately stored, (3) that East India wools should be dipped or disinfected, or in some way so treated as to eliminate all risk of Anthrax.

The Manufacturers thought their machines were thoroughly satisfactory already, but were not opposed to certain minor rules and regulations for the workpeople's benefit. They ridiculed the idea of East India wool being dangerous, or likely to transmit Anthrax, but admitted that certain Persian wool, Yak hair, and Goat hair might possibly be dirtier (or more risky than) East India wool.

The Wool Brokers concurred and suggested that Busrah wool, Persian wool, Yak hair and Goat hair might perhaps be specially treated. (The Mersey Dock Board said they could separately warehouse such hair and wool.)

The Wool Houses concurred and unanimously agreed that no evidence whatever could be found in India to lead to the conclusion that really East India wools were in the least dangerous or likely to convey Anthrax.

On behalf of the Karachi Chamber of Commerce I argued (1) with reference to the Home Office letter of 8th December 1906, stating that Anthrax was "very prevalent" in India, this was not the case with regard to sheep—it was extremely rare with regard to sheep, (2) that though East India wools were sometimes a little dusty, dust in itself could not convey Anthrax unless the dust had been in contact with animals suffering from Anthrax which was

(in the case of dusty wool) most improbable. (N.B.—The Home Office Doctor admitted the soundness of these contentions). (3) That the Chamber had very carefully gone into this matter in January last and that we were unable to find any record of a single case of Anthrax arising from, or amongst the workpeople working in East Indian wools, amongst any of our Wool Exporting Members. (4) That I had myself been daily in the wool godowns and had myself handled the wool constantly for the past 16 years and that I did not believe it in the least dangerous, that I had never suffered in any way, or had ever heard of a single case of Anthrax arising from the handling of East India wools.

The evidence—which took some two hours—was all duly noted. No official report of the Conference will be issued and it is not known what steps the Home Office will take. The workpeople will probably be given more wash basins, and fans will be fitted to blow away the dust and sand. Yak hair, Persian wool and possibly Busreh wools will be put on the dangerous list, but not, I think, East India wools. The fact that the Home Office have moved in the matter makes it incumbent on East India Houses to see, in their own interests, that as little dust and sand comes forward in the wool as possible.

M. de P. WEBB,
Chairman, Karachi Chamber of Commerce.

CHAMBER OF COMMERCE,
BOMBAY, 8th August 1907.

No. 722 of 1907.

LEIGHTON B. KER, Esq.,
Bombay.

DEAR SIR,—I am directed to convey to you the thanks of the Committee for your letter of the 1st instant on the subject of Anthrax and East India wool, and to say, that the information which you have been so good as to communicate to the Chamber, has been circulated to those members who are interested in the matter.

I return, as desired, the Memorandum you were good enough to enclose.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX S-1.

LORD LAMINGTON.

CHAMBER OF COMMERCE,
BOMBAY, 24th July 1907.

TO HIS EXCELLENCY THE RIGHT HONOURABLE
CHARLES WALLACE ALEXANDER NAPIER COCHRANE BAILLIE,
LORD LAMINGTON, G.C.M.G., G.C.I.E., Etc.,
Governor of Bombay.

MY LORD,—On the eve of your departure for Europe, after having held for over three and-a-half years with marked success the Governorship of this Presidency, the Committee of the Bombay Chamber of Commerce have asked me, on behalf of the Members, to assure you of the great regret with which they have heard of your sudden departure from our midst.

2. The time at your disposal is now so limited and so full of engagements that I trust this letter will be accepted in place of an Address, which the Chamber would have been very glad to have had the opportunity of presenting to one who has taken so keen an interest in their affairs and in everything that has concerned the trade, shipping and industries of this Port.

3. The regretable cause, which has led your Excellency to resign your high position, is much deplored by the mercantile community of this City, who feel that since Her Excellency's departure from Bombay your work must have been hampered by a constant anxiety, and that in addition you have had to undertake many social duties which in happier circumstances you would have been relieved of. It is the earnest hope of all the members of this Chamber that her Excellency's health may soon again be restored.

4. The great interest your Lordship has taken in the trade of our Port during the few years you have dwelt amongst us has been greatly appreciated, and much regret is expressed that you cannot complete your term of office to advise on several important matters which must shortly be settled, and on which the experience you have gained of our needs would be most valuable when these questions come up for decision.

5. The tact and sympathy with which you have dealt with all classes of the community have won for you their esteem and friendship; and your period of office will long be remembered as one in which the relations between Government and the people were of the most friendly character.

6. We hope, therefore, that ere long we shall hear that your Lordship has again been appointed to a high position under the Crown, for which, by your courtesy, your innate fairness and kindness, and your keen interest in all that concerns the people under your charge, you are so well fitted.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

GANESHKHIND, 25th July 1907.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—I desire to thank the Chamber for the letter which you have addressed me on their behalf, and for the very generous terms in which you have expressed sympathy and regret at my departure, and appreciation of the efforts I have made to further the interests of the Port and City of Bombay. It is a source of the deepest gratification to me that I should have been able to earn the commendation of so important and representative a body as the Chamber. Among the many regrets that accompany the enforced curtailment of my tenure of office, I feel none more keenly than that I should be unable to assist further in the disposal of the important questions which, as you observe, require early settlement. I can only assure you that my interest in the Port of Bombay will not terminate with my departure from your midst.

I desire to place on record my sense of the value to Government and to the community in general of a body like the Chamber, representing the soundest opinions of the merchants of Bombay, and particularly of the assistance which the Chairmen of the Chamber, yourself, and Mr. Procter, have throughout my term of office constantly afforded me.—I am, &c.,

LAMINGTON.

APPENDIX S-2.

ADDRESS OF WELCOME TO THE GOVERNOR-DESIGNATE OF BOMBAY.

On Saturday, the 19th October 1907, the Committee of the Bombay Chamber of Commerce presented His Excellency Sir George Sydenham Clarke with an Address of Welcome, at Government House, Malabar Point.

The following members of the Committee were present on the occasion :—

The Hon'ble Mr. C. H. Armstrong (Chairman),
Mr. Donald N. Graham (Deputy Chairman),
„ D. Carmichael,
„ J. G. H. Collister,
„ John Greig,
„ R. W. Harter,
„ D. M. Inglis,
„ O. Meyer,
„ A. Zygouras.

Mr. J. B. Leslie-Rogers, Secretary, and Mr. C. J. Michael, Assistant Secretary of the Chamber, were also present.

After the members of the Committee were presented to His Excellency, the following address was read by the Chairman :—

To His Excellency Sir George Sydenham Clarke,
G.C.M.G., F.R.S., Governor of Bombay.

May it Please Your Excellency,—On behalf of the members of the Bombay Chamber of Commerce we beg to assure your Excellency of the great pleasure with which we heard of your appointment to the Governorship of this Presidency, and we take this opportunity of extending to you a most cordial welcome on behalf of our

members and of the mercantile community of Bombay. In various capacities your Excellency has done much useful work for the Empire, and we look forward therefore with confidence to a successful administration of the affairs of this Presidency.

In the past, within the memory of some who are present here to-day, Bombay has been singularly fortunate in its Governors, and the members of the Chamber feel confident that your Excellency will continue to maintain those friendly relations between Government and the many different communities of this Presidency with their varying interests by which your predecessor, Lord Lamington, gained for himself the respect and good will of the whole community.

During the seventy-one years that have elapsed since this Chamber was formed, many questions of great importance affecting the trade and good Government of the country have come under its consideration, and the Chamber has at all times been most willing to assist Government by every means in its power. Chambers of Commerce in this country, although formed for the protection and encouragement of trade, have come to be looked upon by officials and the community generally as representative bodies, whose views on all important questions are worthy of consideration. This Chamber is cosmopolitan in its membership of over one hundred representatives of the trading, shipping, banking and industrial sections of this City. Its interests are many and varied, and its aim has always been to safe-guard not only the well-being of its members but the interests of all trading communities in the city and presidency.

Questions of great local importance are now under discussion and must shortly be disposed of by your Excellency's Government. The rapid increase of our foreign trade has compelled us to undertake the building of a new dock which, it is hoped, will be ready in about four years' time. With its opening many changes will take place in trade methods, and one of the most important is the formation of a Trade Depôt of great size on ground now about to be reclaimed to the north of the present and the new docks, with which the Depôt will be connected by rail. This will necessitate new methods in the handling of produce brought into Bombay from up-country and in the despatch to the districts of cargo arriving at this Port from foreign countries. It is the desire of the members of this Chamber

that when these new arrangements are being planned, the opportunity should be taken of establishing the whole of the railway traffic of Bombay on one side of the Island, leaving the west unfettered and free for expansion. This will, no doubt, involve the removal of St. George's Hospital from its present unsuitable site,—a step which this Chamber will be glad to hear Government have decided upon, as the Hospital a few years hence will be wedged in between the new Dock and the railway on land, which, whilst most unsuited for such a large and important Institution, is needed for railway and other trade purposes.

With the opening up by the operations of the City Improvement Trust—a body which is doing most excellent work—of broad roads through the most crowded parts of the city, the Chamber hopes that before your Excellency's term of office is ended a perfected system of electric traction will be available to the northern parts of the Island, and that by this means the evils of overcrowding, which have brought plague into our midst, will be greatly reduced.

The question of railway overbridges at many points is one in which this Chamber is greatly interested, and it is hoped that when these are under consideration, they will be planned with a view to future railway developments on the eastern side of the Island.

The great need of additional rolling stock for our railways is also a matter in which this Chamber is much interested, as also in the question of judicious factory legislation, which will shortly come under consideration.

The trade of this Port with foreign countries is, as your Excellency will be aware, of the very greatest value, and on the question which has been so much discussed of late of commercial federation, successive Committees of this Chamber have held that India should not be a party to any arrangement which might prejudice her large and increasing trade with foreign countries.

Trusting that during your Excellency's term of office many much needed improvements may be carried out in this City of Bombay on the broad lines which this Chamber considers so essential, and earnestly hoping that peace, plenty and goodwill may be features of your rule amongst us.

In the name and on behalf of the members of the Bombay Chamber of Commerce,

C. H. ARMSTRONG (Chairman).
DONALD N. GRAHAM (Deputy Chairman).
D. CARMICHAEL,
J. G. H. COLLISTER,
JOHN GREIG,
R. W. HARTER,
D. M. INGLIS,
O. MEYER,
A. ZYGOURAS,
} Members of the Committee.

J. B. LESLIE-ROGERS,
Secretary.

Bombay, 18th October 1907.

His Excellency in reply said:—

"Mr. Chairman and Members of the Chamber of Commerce of Bombay,—I am very grateful for the kind welcome you have extended to me. If, in one sense, the success of my predecessors has increased the difficulty of my task, I have at least the advantage of excellent examples.

The great questions of British Commerce have always appealed strongly to me, and it has been necessary for me to study them. You may feel assured that I shall take a warm interest in the work of your Chamber and in every Association which is endeavouring to promote the welfare and the progress of the Presidency.

The fine City of Bombay is a striking example of the direct achievements of sea-borne trade, of which the indirect benefits are being felt throughout India, and will, I trust, contribute more and more to the prosperity of the people.

You will not expect me to express an opinion upon the details of the important local questions now under discussion. As you point out, the development of trade will here, as elsewhere, entail changes of methods which must make fresh demands upon the means of transport and the facilities for handling produce and

cargoes. The questions thus involved are necessarily complex, and it is vital that they should be considered as a whole in order to ensure complete harmony of results. It will be the duty of Government to consider the proposals to which you allude from the point of view of the greatest advantage of the community.

"I cordially agree with you that the improvement of communications through the city, and the provision of cheap transport to and from the northern parts of the Island, are pressing needs. I hope that the City Improvement Trust, whose operations have greatly benefited Bombay, will be able to undertake measures to reduce the overcrowding which has unquestionably aggravated the severity of the plague visitations and has created extreme difficulty in dealing with this terrible scourge.

I am glad to know that the demands of the Railway administrations for a large increase of rolling stock have received the warmest support from Government, and I understand that great efforts are being made to supply the serious existing deficiency.

I am well aware of the general conditions of the trade of India, and I need hardly say that there is no present possibility of any change in the fiscal system of Great Britain. If ever this question should arise, the interests of Indian trade must and would receive the most careful consideration.

Gentlemen, your address indicates the nature of many problems awaiting solution in the immediate future. Your Chamber has in the past exerted valuable and important influence by interpreting the needs of the Commercial Community, and explaining those needs to Government and the public. I hope that your efforts in this sphere of usefulness will continue, and you will find me always ready to give sympathetic attention to any matter which concerns the trade and therefore the welfare of Bombay."

The deputation then withdrew, and afterwards took tea with his Excellency.

APPENDIX T-1.

LEGISLATIVE COUNCILS.

PROPOSED ENLARGEMENT.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 31st October 1907.

No. 6534 of 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—I am directed to forward herewith, for such action as may seem desirable, a copy of Government Resolution, No. 6533 of this date, regarding the enlargement of Legislative Councils and connected questions.—I have, &c.,

R. E ENTHOVEN,
Acting Secretary to Government.

Legislative Councils—Enlargement of—and connected questions.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 31st October 1907.

No. 6533.

Telegram from the Government of India, Home Department (Public), No. 2331, dated the 26th August 1907:—

"A letter regarding the enlargement of Legislative Councils and connected questions is being despatched to Local Governments to-day, and it will be laid before Parliament and published here this evening."

Letter* from the Government of India, Home Department (Public), No. 2311, dated the 24th August 1907, referred to in the foregoing telegram.

RESOLUTION.—Copies of the letter* from the Government of India should be forwarded to the Commissioner in Sind and the Commissioners of Divisions for consideration.

* Appended to this Resolution.

2. The Commissioners, N., C. and S. Divisions, should meet in the first week of January and consider these proposals, submitting a joint report to Government. Their report as well as that of the Commissioner in Sind must be in the hands of Government by January 15th, 1908. These officers as well as the Commissioner in Sind should obtain and forward with their report the opinions and suggestions of the leading Native gentlemen of the various communities, influential land-holders and other persons, as well as of the local bodies, within their respective Divisions, qualified to express a useful opinion on the subject. The reports of Collectors should be forwarded to Government with the opinion of the Commissioners.

3. His Excellency the Governor in Council invites the fullest discussion of the proposals by all gentlemen, officials, or non-officials, or public bodies interested, and desires to make it known that any representations on the subject received by December 15th, 1907, will be carefully considered. These may be addressed either to the Secretary to Government, General Department, or to the Commissioner of the Division in which the writer resides.

4. Separate action will be taken to elicit the views of Native States.

5. This Resolution should be placed on the Editors' Tables.

R. E. ENTHOVEN,
Acting Secretary to Government.

To

The Political Department,

(With an extract from the minute by the Honourable Sir Steyning W. Edgerley.)

All other Departments of the Secretariat,

The Commissioner in Sind,

The Commissioner, N. D.,

The Commissioner, C. D.,

The Commissioner, S. D.,

All Collectors, including the Collectors and Deputy Commissioners in Sind,

The Collector of Bombay

The Commissioner of Police, Bombay,
The Municipal Commissioner for the City of Bombay,
The Accountant-General,
The Private Secretary to His Excellency the Governor,
The Registrar, Bombay University,
The Secretary, Chamber of Commerce, Bombay,
The Secretary, Chamber of Commerce, Karachi,
All Members of the Legislative Council,
The Presidents of the City Municipalities of Ahmedabad, Broach, Surat, Belgaum, Dharwar, Hubli, Sholapur, Ahmednagar, Nasik, Poona, Karachi, Hyderabad, Shikarpur, and Sukkur,
} By letter No. 6534, dated the 31st October 1907.
The Editors' Table, Bombay,
The Editors' Table, Poona,
The Editors' Table, Dharwar,
The Editors' Table, Belgaum,
The Editors' Table, Karachi.

Nos. 2310—2317.

FROM SIR HAROLD STUART, K.C.V.O., C.S.I.,
Offg. Secretary to the Government of India,

TO ALL LOCAL GOVERNMENTS AND ADMINISTRATIONS.
THE CHIEF SECRETARY TO THE GOVERNMENT OF MADRAS.
THE SECRETARY TO THE GOVERNMENT OF BOMBAY, GENERAL DEPARTMENT.
THE CHIEF SECRETARY TO THE GOVERNMENT OF BENGAL.
THE CHIEF SECRETARY TO THE GOVERNMENT OF THE UNITED PROVINCES.
THE CHIEF SECRETARY TO THE GOVERNMENT OF THE PUNJAB.
THE CHIEF SECRETARY TO THE GOVERNMENT OF BURMA.
THE CHIEF SECRETARY TO THE GOVERNMENT OF EASTERN BENGAL AND ASSAM.
THE HONOURABLE THE CHIEF COMMISSIONER OF THE CENTRAL PROVINCES.

HOME DEPARTMENT (PUBLIC),
SIMLA, 24th August 1907.

SIR,—In a speech addressed to the Legislative Council on the 27th March last, his Excellency the Viceroy announced that, with the

object of satisfying the constitutional requirements of the Indian Empire, the Government of India had of their own initiative taken into consideration the question of giving the people of India wider opportunities of expressing their views on administrative matters. The Secretary of State for India has since intimated, in his speech in the House of Commons on the Indian Budget, that His Majesty's Government have examined the proposals submitted to them by the Government of India, and have authorised the Governor-General in Council to consult local Governments and invite public opinion on this important subject.

2. It is now twenty years since Lord Dufferin's Government initiated the discussions which resulted in the passing of the Councils Act of 1892. The reforms then introduced, comprising the enlargement of the Legislative Councils, the recognition of the elective principle, the admission of interpellations and the free discussion of the Budget, were held to be justified by the spread of English education, by the increased employment of natives of India in the actual administration of the country and by the indubitable proof which they had given of their intellectual fitness for such employment. The extent of the advance that has since taken place in the development of the educated classes can hardly be judged by statistical tests. But it may be mentioned that within the last twenty years the number of scholars studying English has risen from 298,000 to 505,000; whilst the number of students passing the annual matriculation examination of the Indian Universities has increased from 4,286 in 1886 to 8,211 in 1905, and the number of Bachelors of Arts from 708 in the former year to 1,570 in the latter. During this period higher education has penetrated to circles which a generation ago had hardly been affected by its influence. The ruling chiefs and the land-holding and commercial classes possessing a material stake in the country, and representing the most powerful and stable elements of Indian society have now become qualified to take a more prominent part in public life, and to render a larger measure of assistance to the Executive Government. They no longer stand aloof from the new social and political condition which affect the course of Indian affairs; they have profited greatly by the educational advantages offered to them under British rule; and they are anxious to be afforded an opportunity of expressing their views on matters of practical administration. No scheme of

constitutional reform would meet the real requirements of the present time which did not make adequate provision for representing the landed aristocracy of India, the mercantile and industrial classes, and the great body of moderate men who, under existing conditions, have no sufficient inducement to enter political life, and find but little scope for the exercise of their legitimate influence. For the present, at any rate, the needs and sentiments of the masses of the people must find expression through those, whether officials or non-officials, who are acquainted with their daily life and are qualified to speak with authority on their behalf. Nor does the scheme now put forward contemplate any surrender or weakening of paramount British power in India upon which depend the safety and welfare of the vast populations there committed to it. Subject to this essential condition, that the Executive authority of the Government is maintained in undiminished strength, the Government of India believe that the proposals outlined below represent a considerable advance in the direction of bringing all classes of the people into closer relations with the Government and its officers, and of increasing their opportunities of making known their feelings and wishes in respect of administrative and legislative questions. The classes which will be enabled, under the present scheme, to take a more effective part in shaping the action of Government, may reasonably look forward, as the necessary outcome of the measures now in contemplation, to a larger share in the actual work of administration and more extensive employment in the higher offices of the State. The Government of India recognise the essential justice of the claim that is put forward, and they are convinced that it is possible, without neglecting the other interests and obligations involved, to move gradually forward towards the fulfilment, in no grudging spirit, of a pledge, which the peoples of India are entitled to regard as inviolable.

3. The Governor-General in Council has been much struck by the difficulty encountered by the Governments in India in making their measures and motives generally understood, and in correcting erroneous and often mischievous statements of fact on purpose imputed to them. When the right of interpellation was granted by the India Councils Act of 1892 to the Legislative Councils, it was hoped that by that means correct information on public affairs might be more widely diffused. The Legislative Councils, however,

are called together only when there is legislation to be undertaken: their meetings are too infrequent to offer the means of confidential and intimate consultation between Government and its subjects and the strict procedure by which they are restrained naturally tends to formality. A means for this free and close consultation might be supplied by Advisory Councils of the type explained below, and in the opinion of the Government of India their organisation should be undertaken with this as a principal object in view.

An Imperial Advisory Council.

4. All Indian Governments, and all administrative officers in their respective positions, have made it their business to elicit the opinion, on administrative measures and proposals for action of those qualified to advise them in all ranks of society; and this process will, of course, continue. Such advice and opinion as are thus obtained are the indispensable foundation upon which good administration is built up, and the regular consultation of persons qualified to give them is part of the necessary procedure of Government. It has, however, long been felt that considerable advantages might be expected from any measures which, without impeding the free action of the Executive Government of India in the general conduct of affairs, would in some degree associate the great ruling Chiefs and the territorial magnates of British India with the Governor-General in the guardianship of common and Imperial interests. The realisation of this idea has now been rendered more practicable by the closer conformity of the general principles and methods of administration in the more advanced Native States to those followed in British territory, and by the fact that common interests have arisen, and that certain measures, such as famine relief or education, may from time to time affect their own subjects and dominions, calling for co-operation between the States and the British Government. A measure of the kind contemplated would thus to some extent satisfy a growing want in India. It would give a greater sense of responsibility to those whose advice is sought on questions submitted to them, and it would at the same time commend itself to public opinion as tending to promote more intimate relations between the component parts of the Indian Empire. The establishment and recognition of a determinate body of advisers, who, while requiring no legislative recognition, and possessing in

themselves no formal powers of initiative, would be consulted individually by the Governor-General, and would occasionally be called together, either in whole or in part, for the purpose of collective deliberation, and would be entitled, when so summoned, to offer their counsel on matters affecting the welfare of the people, would, in the opinion of the Government of India, be a marked step in constitutional progress. It would maintain unimpaired the authority and responsibility of the Executive Government, and it would be in accordance with the best traditions of Oriental polity. These have always recognised that the Sovereign, however absolute, should make it his business to consult competent advisers, and should exercise his rule in accordance with what, after such consultation, he deems to be the best mind of his people. The scheme would thus be no innovation in principle (as are some applications of Western methods to Eastern society), and if judiciously applied would, by evoking the stable forces fundamentally so strong in India, lend valuable aid to the orderly working of government. For this purpose what appears to be needed is an Imperial Advisory Council of sufficient size and weight to represent the views of the hereditary leaders of the people, both in British India and in the principal Native States, to be consulted by the Governor-General either individually or collectively or by means of Committees appointed from among their number, on questions of sufficient moment to call for their advice, and to be used by him not only to draw out opinion on measures in contemplation, but also—what is hardly less important—as an agency for the diffusion of correct information upon the acts, intentions and objects of Government.

5. It seems to the Government of India that the purposes which they have in view might possibly be attained somewhat on the lines of the following proposals:—

(1) That the Council to be called "The Imperial Advisory Council" should be formed for purely consultative purposes.

(2) That all the members should be appointed by the Viceroy and should receive the title of "Imperial Councillors."

(3) That the Council should consist of about sixty members for the whole of India, including about twenty Ruling Chiefs,

and a suitable number of the territorial magnates of every Province where land-holders of sufficient dignity and status are to be found.

(4) That the members should hold office for a substantial term, say for five years, and should be eligible for re-appointment.

(5) That the Council should receive no legislative recognition, and should not be vested with formal powers of any sort.

(6) That its functions should be purely advisory, and that it should deal only with such matters as might be specifically referred to it from time to time.

(7) That the proceedings of the Council when called together for collective consultation should, as a rule, be private, informal and confidential, and they would not be published although Government would be at liberty to make any use of them that it thought proper. The Government of India believe that only confidential communications will secure frank interchange of opinion, but they are disposed to think that it might be advisable, after matters had been threshed out in confidential consultation, to provide for some public conferences at any rate on those occasions when the Government desires to make its motives and intentions better known, to correct misstatements, and to remove erroneous impressions.

PROVINCIAL ADVISORY COUNCILS.

6. The main work of Indian administration, however, is carried on by the various Provincial Governments, and it appears to the Governor-General in Council desirable that these should, in like manner, when the local conditions admit, be furnished with a selected body of advisers, chosen upon a wider basis, whom it should be understood that they would consult upon all measures of importance affecting the population committed to their charge. The constitution proposed for the Imperial Advisory Council provides for the appointment of members chosen with reference to their status and influence from each of the provinces of British India. These provincial members of the Imperial Council, representing as a rule the great

landholders of the province to which they belong, might, it is thought, with advantage form the nucleus of a Provincial Advisory Council which would discharge in respect of provincial questions consultative functions similar to those entrusted to the members of the Imperial Council. The Provincial Councils would be of smaller size than the Imperial Council, but their membership should be large enough to embrace all interests of sufficient importance to claim representation on such a body. The great landholders would be represented by the Imperial Advisory Councillors, but it is essential that the smaller landholders, industry, commerce, capital and the professional classes should also be included in the Council; while the association of non-official Europeans, standing for these important interests, with the natural leaders of Indian Society in common consultation on matters of public importance would tend to promote a better understanding, and to clear away on both sides injurious prejudices and misconceptions. The number required for this purpose might be made up by adding to the Imperial Advisory Councillors, who as stated above would represent the landholders, representatives of other important provincial interests who would be nominated for the Viceroy's approval by the head of the local Government. Each local Government should be at liberty to consult its Advisory Council either individually or collectively in regard to any provincial question. In the former case they would be consulted by letter, and would submit their views in writing. In the latter case they would be specially called together by the head of the province and would tender a collective opinion. On such occasions the head of the Government himself, or some high official deputed by him for the purpose, would preside over their deliberations, and the conclusions arrived at would be recorded by one of the Secretaries to Government, who would attend the meeting for the purpose of furnishing such information as might be required regarding the matters under discussion. The Government of India attach the highest importance to collective deliberation, since the opinions thus obtained are different from and frequently more valuable than those elicited by individual consultation.

7. It will be observed that these Advisory Councils are intended to be entirely distinct from the Legislative bodies, whose powers are defined by Statute, and whose functions are restricted to dealing with measures of legislation laid before them, to discussing the Budget,

and to approaching the Government on matters of administration by means of formal interpellations. It may, of course, happen that members of the Advisory Councils may sit on the Legislative Council, either of the Governor-General or of the local Government. In their capacity of advisers they will be consulted both on matters on which no legislation is contemplated, and on measures which may eventually assume legislative shape, but the principles and scope of which call for enquiry and deliberation before they are cast into the form of an enactment. This is, in fact, the process now followed; and the object of the Government of India, in proposing the constitution of the new advisory bodies, is to give clearer definition and continuity to methods already partially and occasionally adopted.

Enlargement of the Legislative Councils.

8. As long ago as May 1889 Lord Lansdowne's Government expressed their opinion—

(*a*) That the opportunities accorded to the Legislative Council of the Governor-General for passing under review the financial situation of the country should occur with regularity and independently of the necessity of financial legislation in any particular year; and

(*b*) That members of the Council ought to have, under proper safeguards, the right of addressing questions to the Government on matters of public interest.

They considered it desirable to extend these two changes of procedure to the provincial Legislative Councils, and they suggested that any changes in the law which might prove to be necessary for this purpose, and in order to enlarge the size and extend the functions of the Councils, should be simultaneously effected both for the Legislative Council of the Governor-General and for the provincial Legislative Councils. The discussion thus initiated resulted in the passing of the Indian Councils Act of 1892. In forwarding a copy of that Act to the Government of India, the Secretary of State referred briefly to the beneficial results of the Indian Councils Act of 1861, and to the general considerations which justified the enlargement of the Legislative Councils, and drew attention to the provision authorising the Governor-General in Council, with the approval

of the Secretary of State, to make regulations as to the condition under which nominations of additional members should be made and to prescribe the manner in which those regulations should be carried into effect. He observed that the spread of education and enlightened public spirit, and the recent organisation of local self-government, might render it possible to give representation to the views of different races, classes, and localities through the medium of corporations vested with definite powers upon a recognised administrative basis, or of Associations formed upon a substantial community of legitimate interests, professional, commercial and territorial.

9. When the Councils were thus enlarged and the elective principle was introduced, it was recognised that territorial representation was unsuited to India, but an endeavour was made to constitute the electorates so that all the more important classes and interests should, as far as possible, be represented. In the case of provincial Councils it is admitted that the results have not justified the expectations formed. The District Boards in particular have conspicuously failed to fulfil the expectation that they would represent the landed interest. Out of 54 members elected by them to the provincial Councils, only 10 have been landholders, while 36 have been barristers and pleaders. Similarly, out of 43 members elected by the District Municipalities, 40 have been barristers or pleaders and only two landholders. Something has been done by nomination to remedy these defects; but of the 338 non-official members who have been appointed, whether by election or by nomination, to the provincial Councils since election was introduced in 1893, as many as 123 or 36 per cent. have been lawyers and only 77 or 22 per cent. landowners. It is thus apparent that the elective system has given to the legal profession a prominence in the provincial Councils to which it is not entitled, while it has signally failed to represent other important elements of the community. These shortcomings are reflected in the Legislative Council of the Governor-General, whereof the non-official members nominated or elected since 1893, 27 or 40 per cent. have been lawyers or school-masters, while the landholders have numbered only 16 or 23·5 per cent. and the mercantile community has been represented by 17 or 25 per cent. The Government of India are far from denying that the professional classes are entitled to a share of representation proportioned not merely to

their numbers, which are small, but to their influence, which is large and tends continually to increase. But they are not prepared to allow them a virtual monopoly of the power exercised by the Councils, and they believe that the soundest solution of the problem is to be found in supplying the requisite counterpoise to their excessive influence by creating an additional electorate recruited from the landed and monied classes.

10. It is the desire of the Governor-General in Council that the Legislative Councils in India should now be enlarged to the fullest extent compatible with the necessary authority of the Government. He desires, moreover, that these bodies should be so constituted in respect of non-official members as to give due and ample representation to the different classes and interests of the community. In carrying out this system, which the Government of India agree with Lord Lansdowne's Government in regarding as the only one in any way applicable to Indian conditions, they consider it essential that the Government should always be able to reckon on a numerical majority, and that this majority should be strong enough to be independent of the minor fluctuations that may be caused by the occasional absence of an official member. The principle of a standing majority is accepted by the Government as an entirely legitimate and necessary consequence of the nature of the paramount power in India, and, so far as they know, it has never been disputed by any section of Indian opinion that does not dispute the legitimacy of the paramount power itself. That is not an open question, and if two men are not able to wield one sceptre, it is idle to dissemble that fact in constructing political machinery. The question then arises, what number of official members of the requisite standing and experience can, without detriment to the public service, be spared from their regular duties for attendance in Legislative Councils? The enlargement of the Councils is certain to add considerably to protraction of debate, thus entailing larger calls upon the time of their members. The necessity of maintaining an official majority thus implies the necessity of limiting the number of non-official members; and the problem which faces the Government of India now, as it faced Lord Lansdowne's Government fifteen years ago, is how to provide for the due representations, within the narrow limits thus imposed, of the vast diversity of classes, races, and interests in the Indian Empire.

THE IMPERIAL LEGISLATIVE COUNCIL.

11. The most logical and convenient mode of dealing with the question would have been, first to discuss and settle the composition, the electorates, and the powers of the provincial Legislative Councils, and then to build up, on the basis of these materials, a revised constitution for the Imperial Council. That was the procedure followed with great care and thoroughness by Lord Lansdowne's Government in the years 1889 to 1893 when no single step was taken without the amplest consultation with the provincial Governments. It may no doubt be said that the scheme set forth below for the enlargement of the Imperial Legislative Council will afford a convenient model for the guidance of the local Governments in framing their own proposals. This statement, however, is true only to a limited extent. From the nature of the case that scheme makes no provision for the representation of the Municipalities and District Boards, the Universities, the Presidency Corporations, the Trades Associations, the European planting and industrial interests and Indian Commerce, so that in respect of these essential elements of the provincial Councils it can hardly be said to afford sufficient guidance to local Governments. The constitution of the Imperial Legislative Council is in fact so closely bound up with that of the provincial Councils, by which a certain proportion of its members are elected, that it is almost impossible to formulate final proposals for the one without having first determined the character of the other. It must be understood, therefore, that the scheme set forth below for the enlargement of the Legislative Council of the Governor-General is intended to be entirely provisional and suggestive, that it indicates only the main lines upon which, in the unaided judgment of the Government of India, the extension of the Council might be effected, and that they reserve to themselves the fullest discretion to modify their proposals in the light of the comments and criticisms which those proposals may elicit from the local Governments and the public.

12. With these introductory remarks the Government of India pass on to consider how the principle of the representation of classes and interests can be given effect to in the Governor-General's Legislative Council. They suggest that the Council might in future be constituted on the following lines :—

(1) The maximum strength of the Council might be 53, or including the Viceroy, 54.

(2) This number might be made up thus—

A.—Ex-officio, the Lieutenant-Governor of Bengal (or of the Punjab when the Council assembles in Simla), the Commander-in-Chief, and the members of Executive Council	8
B.—Additional officials to be nominated, not exceeding	20
C.—A Ruling Chief to be nominated by the Viceroy.	1
D.—Elected members—	
(*a*) by the Chambers of Commerce of Calcutta and Bombay	2
(*b*) by the non-official members of the provincial Councils of Madras, Bombay, Bengal, Eastern Bengal and Assam, the United Provinces, the Punjab and Burma...	7
(*c*) by the nobles and the great landowners of Madras, Bombay, Bengal, Eastern Bengal and Assam, the United Provinces, the Punjab, and the Central Provinces	7
(*d*) by Mahomedans	2
E.—Non-officials nominated by the Viceroy to represent minorities or special interests, not less than two to be Mahomedans	4
F.—Experts to be nominated by the Viceroy, when necessary, for special purposes	2
Total ...	53
or, including His Excellency the Viceroy ...	54

13. Under the present system four additional members are elected by the non-official members of the Councils of Bombay, Madras, Bengal, and the United Provinces. The Government of India propose to raise the number to seven by extending the privilege of

election to the non-official members of the Councils of Eastern Bengal and Assam, the Punjab and Burma. The number of non-official members of such Councils will no doubt be materially increased. This will remove the objections which have been taken to entrusting the privilege of election to so important a post as that of member of the Viceroy's Council to an electorate consisting of only about ten persons.

14. The Government of India are impressed with the necessity for giving substantial representation to the great landholders, who not only constitute the aristocratic and stable elements in Indian society, but also represent the interests of the landlords, great and small. For the purpose of securing the adequate representation of this class, it has been suggested that a list of electors should be formed in each province, and that they should be required to elect direct. The precise details of the electorate will require careful consideration, and they will necessarily vary with the circumstances of each province, but the general idea is that a provincial electorate varying in size from one hundred to one hundred and fifty should be aimed at, and that the amount of land revenue giving the right to vote should not be less than Rs. 10,000 a year. The exact limit to be fixed must, of course, depend on the status of the landholders in the province concerned. In every case it would be made a condition that the member elected to represent this class must himself belong to it. Owing to the peculiar conditions of Burma, where there are no large landowners outside the primitive Shan States, that province would be excluded from this category.

15. The question may be raised whether a satisfactory constituency for the purpose of electing a member of the Imperial Legislative Council can be formed by massing together for voting purposes the entire body of landholders in so large and in many respects so heterogeneous an area as an entire province. It may be thought that an electorate thus constituted would be wanting in solidarity, that it would be apt to fall into the hands of wirepullers, and that by reason of the incongruous elements which it comprised, it might fail to choose a suitable representative on the Imperial Council. On this point, therefore, the Governor-General in Council reserves judgment until he is in possession of the views of local Governments. As an alternative solution the suggestion has been made that a representative of

the landholders should be elected to the Imperial Council by the landholding members of the Provincial Council either from among their own number, or from among landholders paying the amount of land revenue that may be fixed as giving the right to vote for or to be a member of the Provincial Council. It is also a matter for consideration whether in some Provinces representatives of this class, whether on the provincial or on the Imperial Council, cannot be better obtained by a system of nomination.

16. The last point that remains for consideration under this head relates to the representation of special interests and minorities, and in particular of the Mahomedan community. In this connection I am to invite attention to the observations made by His Excellency the Viceroy in reply to the address presented to him by a large and representative deputation on the 1st October 1906. The Government of India concur with the presenters of the address that neither on the Provincial nor in the Imperial Legislative Councils has the Mahomedan community hitherto received a measure of representation commensurate with its numbers and political and historical importance; and they desire to lay stress upon His Excellency's observation that "any electoral representation in India would be doomed to mischievous failure which aimed at granting a personal enfranchisement regardless of the beliefs and traditions of the communities composing the population of this continent." Under the system of election hitherto in force, Hindus largely predominate in all or almost all the electorates, with the result that comparatively few Mahomedan members have been elected. These have been supplemented by nominations made by Government. But the total representation thus effected has not been commensurate with the weight to which the Mahomedan community is entitled; and it has, moreover, been strongly urged that even the system of nomination has frequently failed to secure the appointment of Mahomedans of the class by whom the community desires to be represented.

17. The Government of India suggest, therefore, for the consideration of local Governments, the adoption of the following measures:— Firstly, in addition to the small number of Mahomedans who may be able to secure election in the ordinary manner, it seems desirable in each of the Councils to assign a certain number of seats to be filled exclusively by Mahomedans. Secondly, for the purpose of filling the

latter, or a proportion of them, a special Mahomedan electorate might be constituted consisting of the following classes:—

(1) All who pay land revenue in excess of a certain amount. The figure need not be the same in each province; but should in all cases be sufficiently low to embrace the great body of substantial landholders.

(2) All payers of income-tax. This would comprise the trading and professional classes, with incomes exceeding Rs. 1,000 a year.

(3) All registered graduates of an Indian University of more than, say five years' standing.

The electoral lists would be prepared on a district basis and the distribution of seats would be settled by the local Governments. It would not be necessary, however, to throw open all the seats to election. Indian gentlemen of position sometimes refuse to offer themselves as candidates to a wide electorate, partly because they dislike canvassing, and partly by reason of their reluctance to risk the indignity of being defeated by a rival candidate of inferior social status. For these reasons it would probably be advisable to reserve a proportion of the seats to be filled, as at present, by nomination.

18. In the case of the Governor-General's Council it has been suggested that of the four seats which the Government of India have proposed to set apart for Mahomedans, two should be filled by nomination by the Viceroy. For the other two election by the following provinces in rotation, *viz.*, Bengal, Eastern Bengal and Assam, the United Provinces, Punjab, Bombay and Madras, is suggested. In Burma and the Central Provinces the proportion of Mahomedans is not large enough to entitle them to special representation. The composition of the electorate in the six provinces mentioned above formed the subject of representations by some prominent members of the Mahomedan deputation which waited upon His Excellency the Viceroy in October 1906. They proposed that the electorate should be constituted as follows:—

(*a*) The Mahomedan non-official members of the Provincial Councils as ultimately expanded.

(*b*) The Mahomedan Fellows of the local University, where one exists.

(*c*) Mahomedans paying income-tax upon an annual income of Rs. 25,000, or paying an amount of land revenue, to be determined for each province separately, which will indicate a corresponding income.

The Government of India apprehend that some difficulty may be experienced in compiling a list of voters under the last of these heads, but this is a matter on which they will be guided by the opinion of local Governments. Should it be found impracticable to compile a register of voters under (*c*), then they are disposed to think that the electorate should be confined to the Mahomedan non-official members of the Provincial Councils. This proposal is open to the objection that the number of electors will be small; but it has the merit of being uniform with the system under which the other non-official members are elected by the members of the Provincial Councils.

19. Of the four seats provided for the nomination of non-officials under head E, two would be reserved for Mahomedans, to whom not less than four seats in the Governor-General's Council would thus be definitely appropriated. Inasmuch as in two of the seven provinces with Legislative Councils, namely, Eastern Bengal and Assam and the Punjab, the followers of this religion constitute a majority of the population, it seems possible that a certain number of Mahomedans may also be returned to the Council under sub-head (*b*) of head D.

The Provincial Legislative Councils.

20. The foregoing scheme for the Imperial Legislative Council necessarily omits several elements which may form part of the Provincial Councils. Having regard to the wide variety of conditions in different parts of India, it is improbable that any one scheme will prove to be equally adapted to all provinces. For instance, the principle of having recourse to election may be distasteful to the landed classes in some provinces, while in others, where it has become familiar, it may be accepted without objection. The general principle to be borne in mind is, as already stated, that the widest representation should be given to classes, races, and interests, subject to the condition that an official majority must be maintained.

21. At present the larger number of the elected members of the Provincial Councils, who again constitute the majority of the electorate for the Imperial Councils, are chosen by Municipalities and District Boards. The Government of India have examined the franchises which have been framed for these bodies, and they find that the qualifications required both for electors and for candidates are extraordinarily low. Thus in all but three of the Mofussil towns of Bengal, any one who pays Rs. 1-8 a year in rates is entitled to vote in the election of Municipal Commissioners, and is, himself, eligible for membership, not only of the Municipal Committee, but also of the Provincial Legislative Council; while any one who pays Re. 1 a year as road cess may take part in the elections for the Local Boards, who in their turn elect the members of the District Boards. This is the franchise upon which the election of the Bengal members, not only of the Provincial, but also in large degree of the Imperial Council, rests ultimately, though not immediately. And in the other provinces the qualifications are of much the same order of magnitude. These franchises were primarily devised with a view not to election of Councils, but to the management of local affairs; and their unsuitability as a foundation for the election of legislators seems to have escaped notice in 1893. The Government of India do not propose to withdraw from District Boards and Municipalities the privilege of election to the Provincial Councils which they have enjoyed for the last fourteen years. But it does not follow that the present system of voting must be maintained unchanged, and a solution might perhaps be arrived at by introducing special qualifications for members of Council while leaving the electoral franchise in other respects unchanged.

22. It would be well also to consider whether, in view of the constitution of Indian society, it would not be advisable to introduce some such system for the representation of classes now liable to be crowded out by any predominant section of the population, as has already been admitted to be necessary in the case of Mahomedans. The Government of India do not wish to impose upon Provincial Governments any special line of action in making proposals with this object, but they desire to draw attention to the following scheme which has been suggested to them for the due representation of classes in local Councils and Boards:—

(*a*) The local Government shall determine how many seats are to be filled by elected representatives of the most important

classes into which the population of the province is divided by race, caste, or religion, and shall allot these seats to the several classes.

(*b*) For the election of representatives of each class the local Governments shall publish a list of voters consisting of members of that class who have held or are holding office in the Municipal or Local Boards, supplemented by others whom the Government may nominate after consultation with the *anjumans*, *panchayats* or other bodies who have been constituted by the class in question for the direction of its own affairs.

(*c*) As the constitutions of the Provincial Councils must largely depend upon the Municipal and Local Boards, it is suggested that local Governments should introduce into their systems of election and nominations for these Boards, the principle of assigning a fixed proportion of seats to each of the leading classes into which the population is divided by race, caste, or religion and permitting the members of that class to select its own representative. In the Municipalities of Rangoon and Mandalay and to a limited extent in certain Municipalities in the United Provinces this principle of class representation has been adopted with successful results. In the case of District and Local Boards it might perhaps be possible to distribute the seats to be filled by election among occupational groups such as landholders, cultivators, traders and professional men, and to select certain castes as representing each group. The literate members of those castes who paid a certain sum in taxes or possessed certain property qualifications might then be empowered to elect one of their own number to represent the occupational group on the Board. Suppose, for example, that in a particular area eight members had to be elected to serve on the Local Board, four seats might be allotted to the Mahomedans if their number were large enough to entitle them to this proportion, and the remaining four distributed among the Hindus, so that one seat should be given to the landholders, one to the traders, one to the cultivators, and one to the artisans. The census statistics supplemented by local enquiries would afford

the means of determining what castes should be selected for the purpose of electing a member for each of these groups, and only literate persons belonging to those castes and having certain property qualifications would be entitled to vote in the electoral group to which their caste has been assigned and to elect a representative possessing similar qualifications from one of the castes so assigned. It seems probable that by some plan of this kind the voting power might be distributed over a wider circle than at present, and would be less liable to become concentrated in the hands of a single section of the community. The same object might be attained, without making use of the caste organization, by simply forming electoral groups on the basis of the four classes specified above and fixing for each group a distinct and appropriate franchise. For landholders the qualification might be the payment of a certain sum in the form of land revenue or cesses; for cultivators a certain rental; for traders and professional men so much income-tax. In each case the electors ought to be literate, and they should be required to elect from among their own group.

DISCUSSION OF THE BUDGET IN THE LEGISLATIVE COUNCIL.

23. The discursive and unfruitful character of the Budget debates, both in the Imperial and Provincial Councils, has on many occasions formed the subject of comment and criticism. The Government of India entirely recognise the defects of the practice which prevails under the existing regulations, and they are anxious to introduce such changes as will make the debates less unreal and will bring them into closer relation with the financial policy and administrative decisions of the Government. To this end they propose that the Budget should be discussed, in the first instance, by separate heads, or groups of heads, which would be explained severally by the member in administrative charge, this discussion being followed by a general debate in which members would enjoy the same freedom as at present of criticising the administration. This change would evidently involve an extension of the time now allotted to the discussion, and it would afford a far better opportunity for systematic criticism than exists under present arrangements. These compel a member of Council to include within the limits of a single speech all

the observations that he has to offer on any of the numerous subjects that naturally present themselves in an annual review of the administration of the revenues of India. Remarks made in the course of the ampler and more practical discussion which is now contemplated would be borne in mind by the Government of India or the local Government when making financial arrangements in subsequent years, and it might perhaps on occasion be found possible to alter the Budget actually under review.

24. These are the provisional and tentative proposals which, with the approval of His Majesty's Government, the Governor-General in Council now lays before ~~His Honour the Lieutenant-Governor~~ the Governor in Council you in the fullest confidence that they will receive the careful scrutiny and sympathetic consideration that their high importance demands. I am to request that after consultation with important bodies and individuals representative of the various classes of the community, the local Government will submit its matured conclusions to the Government of India on each branch of the subject, together with a detailed statement of the alterations that ~~the Lieutenant-Governor~~ the Governor in Council you desire (s) to make in the Council regulations in order to carry his proposals into effect.

25. I am to ask that a reply to this letter may be received by the Government of India not later than 1st March 1908.—I have, &c.,

H. A. STUART,
Offg. Secretary to the Government of India.

Address presented to His Excellency the Viceroy on 1st October 1906 *by His Highness Sir Sultan Mahomed Shah Aga Khan, G.C.I.E., on behalf of the representatives of the Mahomedan Community.*

(*Vide* paragraphs 16 and 18 of the letter from the Government of India, No. 2311, dated the 24th August 1907.)

MAY IT PLEASE YOUR EXCELLENCY.—Availing ourselves of the permission accorded to us, we, the undersigned nobles, jagirdars, talukdars, lawyers, zemindars, merchants and others representing a large body of the Mahomedan subjects of His Majesty the King

Emperor in different parts of India, beg most respectfully to approach Your Excellency with the following address for your favourable consideration.

We fully realise and appreciate the incalculable benefit conferred by British rule on the teeming millions belonging to diverse races and professing diverse religions who form the population of the vast Continent of India, and have every reason to be grateful for the peace, security, personal freedom and liberty of worship that we now enjoy. Further, from the wise and enlightened character of the Government we have every reasonable ground for anticipating that these benefits will be progressive, and that India will in the future occupy an increasingly important position in the comity of nations.

One of the most important characteristics of British policy in India is the increasing deference that has, so far as possible, been paid from the first to the views and wishes of the people of the country in matters affecting their interests, with due regard always to the diversity of race and religion which forms such an important feature of all Indian problems.

Beginning with the confidential and unobtrusive method of consulting influential members of important communities in different parts of the country, this principle was gradually extended by the recognition of the right of recognised political or commercial organisations to communicate to the authorities their criticisms and views on measures of public importance, and finally by the nomination and election of direct representatives of the people in Municipalities, district boards and above all in the Legislative Chambers of the country. This last element is, we understand, about to be dealt with by the committee appointed by Your Excellency, with the view of giving it further extension; and it is with reference mainly to our claim to a fair share in such extended representation and some other matters of importance affecting the interests of our community, that we have ventured to approach Your Excellency on the present occasion.

The Mahomedans of India number according to the census taken in the year 1901, over sixty-two millions, or between one-fifth and one-fourth of the total population of His Majesty's Indian dominions, and if a reduction be made for the uncivilised portions of the community enumerated under the heads of animists and other minor

religions, as well as for those classes who are ordinarily classified as Hindus, but properly speaking are not Hindus at all, the proportion of Mahomedans to the Hindu majority becomes much larger. We therefore, desire to submit that under any system of representation, extended or limited, a community in itself more numerous than the entire population of any first class European Power, except Russia, may justly lay claim to adequate recognition as an important factor in the State.

Plea for Representation.

We venture, indeed, with Your Excellency's permission, to go a step further and urge that the position accorded to the Mahomedan community in any kind of representation, direct or indirect, and in all other ways affecting their status and influence should be commensurate not merely with their numerical strength but also with their political importance and the value of the contribution which they make to the defence of the Empire, and we also hope that Your Excellency will, in this connection, be pleased to give due consideration to the position which they occupied in India a little more than a hundred years ago, and of which the traditions have naturally not faded from their minds.

The Mahomedans of India have always placed implicit reliance on the sense of justice and love of fair dealing that have characterised their rulers, and have in consequence abstained from pressing their claims by methods that prove at all embarrassing; but earnestly as we desire that the Mahomedans of India should not in the future depart from that excellent and time-honoured tradition, recent events have stirred up feelings, especially among the younger generation of Mahomedans, which might in certain circumstances and under certain contingencies easily pass beyond the control of temperate counsel and sober guidance.

We therefore pray that the representations we herewith venture to submit after a careful consideration of the view and wishes of a large number of our co-religionists, in all parts of India, may be favoured with Your Excellency's earnest attention.

We hope Your Excellency will pardon our stating at the outset that representative institutions of the European type are new to the Indian people—many of the most thoughtful members of our community, in fact, consider that the greatest care, forethought and

caution will be necessary if they are to be successfully adopted to the social, religious and political conditions obtaining in India—and that, in the absence of such care and caution, their adoption is likely, among other evils, to place our national interests at the mercy of an unsympathetic majority. Since, however, our rulers have, in pursuance of the immemorial instincts and traditions, found it expedient to give these institutions an increasingly important place in the Government of the country, we, Mahomedans, cannot any longer, in justice to our own national interests, hold aloof from participating in the conditions to which their policy has given rise. While therefore we are bound to acknowledge with gratitude that such representation as the Mahomedans of India have hitherto enjoyed has been due to a sense of justice and fairness on the part of Your Excellency and your illustrious predecessors in office or the heads of local Governments by whom the Mahomedan members of Legislative Chambers have almost without exception been nominated, we cannot help observing that the representation thus accorded to us has necessarily been inadequate to our requirements, and has not always carried with it the approval of those whom the nominees were selected to represent. This state of things was probably under existing circumstances unavoidable, for while on the one hand the number of nominations reserved to the Viceroy and local Governments has necessarily been strictly limited, the selection on the other hand of really representative men has, in the absence of any reliable method of ascertaining the direction of popular choice, been far from easy.

A DISTINCT COMMUNITY.

As for the results of election it is most unlikely that the name of any Mahomedan candidate will ever be submitted for the approval of Government by the electoral bodies as now constituted, unless he is in sympathy with the majority in all matters of importance, nor can we in fairness find fault with the desire of our non-Moslem fellow subjects to take full advantage of their strength and vote only for members of their own community or for persons who, if not Hindus, are expected to vote with the Hindu majority on whose good will they would have to depend for their future re-election. It is true that we have many and important interests in common with our Hindu fellow-countrymen, and it will always be a matter of the utmost satisfaction to us to see these interests safeguarded by the presence in our Legislative Chambers of able supporters of

these interests irrespective of their nationality. Still it cannot be denied that we Mahomedans are a distinct community, with additional interests of our own which are not shared by other communities, and these have hitherto suffered from the fact that they have not been adequately represented even in the provinces in which the Mahomedans constitute a distinct majority of the population. They have too often been treated as though they were inappreciably small political factor that might without unfairness be neglected. This has been the case to some extent in the Punjab, but in a more marked degree in Sind and in Eastern Bengal.

Before formulating our views with regard to the election of representatives we beg to observe that the political importance of a community to considerable extent gains strength or suffers detriment according to the position that the members of that community occupy in the service of the State. If, as is unfortunately the case with the Mahomedans, they are not adequately represented in this manner they lose in prestige and influence which are justly their due. We therefore pray the Government will be graciously pleased to provide that both in the gazetted and the subordinate and Ministerial services of all Indian Provinces a due proportion of Mahomedans shall always find place. Orders of like import have at times been issued by Local Governments in some Provinces, but have not, unfortunately, in all cases been strictly observed, on the ground that qualified Mahomedans were not forthcoming. This allegation, however, well founded it may have been at one time, is, we submit, no longer tenable now, and, wherever the will to employ them is not wanting, the supply of qualified Mahomedans, we are happy to be able to assure Your Excellency, is equal to the demand. Since, however, the number of qualified Mahomedans has increased, a tendency is unfortunately perceptible to reject them on the ground of relatively superior qualifications having to be given precedence. This introduces something like the competitive element in its worst form, and we may be permitted to draw Your Excellency's attention to the political significance of the monopoly of all official influence by one class. We may also point out in this connection that the efforts of Mahomedan educationists have, from the very outset of the educational movement among them, been strenuously directed towards the development of character, and this, we venture to think, is of greater importance than mere mental alertness in the making of a good public servant.

Plea for Judgeships.

We venture to submit that the generality of Mahomedans in all parts of India feel aggrieved that Mahomedan Judges are not more frequently appointed to the High Courts and Chief Courts of Judicature. Since the creation of these Courts only three Mahomedan lawyers have held these honourable appointments, all of whom have fully justified their elevation to the bench. At the present moment there is not a single Mahomedan Judge sitting on the bench of any of these Courts, while there are three Hindu Judges in the Calcutta High Court, where the proportion of Mahomedans in the population is very large; and two in the Chief Court of the Punjab, where the Mahomedans form the majority of the population. It is not, therefore, an extravagant request on our part that a Mahomedan should be given a seat on the bench of each of the High Courts and Chief Courts. Qualified Mahomedan lawyers eligible for these appointments can always be found, if not in one Province, then in another. We beg permission further to submit that the presence on the bench of these Courts of a Judge, learned in the Mahomedan law, will be a source of considerable strength to the administration of justice.

As Municipal and District Boards have to deal with important local interests, affecting to a great extent the health, comfort, educational needs, and even the religious concerns of the inhabitants, we shall, we hope, be pardoned if we solicit for a moment Your Excellency's attention to the position of Mahomedans thereon, before passing to higher concerns. These institutions form, as it were, the initial rungs in the ladder of self-government, and it is here that the principle of representation is brought home intimately to the intelligence of the people. The position of Mahomedans on these Boards is not at present regulated by any guiding principle capable of general application, and practice varies in different localities. The Aligarh Municipality, for example, is divided into six wards, and each ward returns one Hindu and one Mahomedan Commissioner, and the same principle, we understand, is adopted in a number of Municipalities in the Punjab and elsewhere, but in a good many places the Mahomedan tax-payers are not adequately represented. We would therefore respectfully suggest that the Local Authority should in every case be required to declare the number of Hindus and Mahomedans entitled to seats on Municipal and District Boards. Such proportion to be

determined in accordance with the numerical strength, social status, local influence, and special requirements of either community. Once their relative proportion is authoritatively determined, we would suggest that either community should be allowed severally to return their own representatives, as is the practice in many towns in the Punjab.

We would also suggest that the Senates and Syndicates of Indian Universities might be similarly dealt with. That is to say there should, so far as possible, be an authoritative declaration of the proportion in which Mahomedans are entitled to be represented in either body.

The Legislative Chambers.

We now proceed to the consideration of the question of our representation in the Legislative Chambers of the country. Beginning with the Provincial Councils we would most respectfully suggest that as in the case of Municipalities and District Boards the proportion of Mahomedan representatives entitled to a seat should be determined and declared with due regard to the important considerations which we have ventured to point out in paragraph 5 of this address and that the important Mahomedan landowners, lawyers, merchants and representatives of other important interests, the Mahomedan members of District Boards and Municipalities, and the Mahomedan graduates of Universities of a certain standing, say, five years, should be formed into electoral Colleges, and be authorised, in accordance with such rules of procedure as Your Excellency's Government may be pleased to prescribe in that behalf, to return the number of members that may be declared to be eligible.

With regard to the Imperial Legislative Council, whereby the due representation of Mahomedan interests is a matter of vital importance, we crave leave to suggest—

(1) That in the cadre of the Council the proportion of Mahomedan representatives should not be determined on the basis of the numerical strength of the community, and that in any case the Mahomedan representatives should never be an ineffective minority.

(2) That, as far as possible, appointment by election should be given preference over nomination. That for purposes of choosing Mahomedan members, Mahomedan landowners,

lawyers, merchants, and representatives of other important interests of a status to be subsequently determined by Your Excellency's Government, Mahomedan Members of the Provincial Councils and Mahomedan Fellows of Universities should be invested with electoral powers to be exercised in accordance with such procedure as may be prescribed by Your Excellency's Government in that behalf.

An impression has lately been gaining ground that one or more Indian members may be appointed on the Executive Council of the Viceroy. In the event of such appointments being made we beg that the claims of Mahomedans in that connection may not be overlooked. More than one Mahomedan, we venture to say, will be found in the country fit to serve with distinction in that august Chamber.

We beg to approach Your Excellency on a subject which most closely affects our national welfare. We are convinced that our aspiration as a community and our future progress are largely dependent on the foundation of a Mahomedan University, which will be the centre of our religious and intellectual life. We therefore most respectfully pray that Your Excellency will take steps to help us in an undertaking in which our community is so deeply interested.

In conclusion, we beg to assure Your Excellency that in assisting the Mahomedan subjects of His Majesty at this stage in the development of Indian affairs in the directions indicated in the present address, Your Excellency will be strengthening the basis of their unswerving loyalty to the Throne, and laying the foundation of their political advancement and national prosperity, and Your Excellency's name will be remembered with gratitude by their posterity for generations to come. And we will feel confident that Your Excellency will be gracious enough to give due consideration to our prayers. We have the honour to subscribe ourselves Your Excellency's most obedient and humble servants.

The Viceroy's reply to the foregoing address.

THE JUST AIMS OF ISLAM.

His Excellency the Viceroy, in reply, said:—Your Highness and Gentlemen,—Allow me, before I attempt to reply to the many considerations your address embodies, to welcome you heartily to Simla. Your presence here to-day is very full of meaning. To the document with which you have presented me are attached the signatures

of nobles, of ministers of various States, of great landowners, of lawyers, of merchants and of many others of His Majesty's Mahomedan subjects. I welcome the representative character of your deputation as expressing the views and aspirations of the enlightened Muslem community of India. I feel that all you have said emanates from a representative body basing its opinions on a matured consideration of the existing political conditions of India, totally apart from the small personal or political sympathies and antipathies of scattered localities; and I am grateful to you for the opportunity you are affording me of expressing my appreciation of the just aims of the followers of Islam and their determination to share in the political history of our Empire.

As your Viceroy I am proud of the recognition you express of the benefits conferred by British rule on the diverse races of many creeds who go to form the population of this huge Continent. You yourselves, the descendants of a conquering and ruling race, have told me to-day of your gratitude for the personal freedom, the liberty of worship, the general peace and the hopeful future which British administration has secured for India.

It is interesting to look back on early British efforts to assist the Mahomedan population to qualify themselves for public service. In 1782 Warren Hastings founded the Calcutta Madrassah with the intention of enabling its students to compete on more equal terms with the Hindus for employment under Government. In 1811 my ancestor, Lord Minto, advocated improvements in the Madrassah and the establishment of Mahomedan Colleges at other places throughout India. In later years the efforts of the Mahomedan Association led to the Government Resolution of 1885, dealing with the educational position of the Mahomedan community and their employment in the public service; whilst Mahomedan educational effort has culminated in the College of Aligarh—that great institution which the noble and broadminded devotion of Sir Syed Ahmed Khan has dedicated to his co-religionists.

ALIGARH COLLEGE.

It was in July 1877 that Lord Lytton laid the foundation stone of the Aligarh College when Sir Syed Ahmed Khan addressed these memorable words to the Viceroy: "The personal honour which you have done me assures me of a great fact and fills me with feelings of a much higher nature than mere personal gratitude. I am

assured that you, who upon this occasion represents the British rule have sympathies with our labours; and to us this assurance is very valuable and a source of great happiness. At my time of life it is a comfort to me to feel that the undertaking which has been for many years, and is now the sole object of my life, has roused on the one hand the energies of my own countrymen and on the other has won the sympathy of our British fellow-subjects and the support of our rulers, so that, when the few years I may still be spared are over and when I shall be no longer amongst you, the College will still prosper and succeed in educating my countrymen to have the same affection for their country, the same feelings of loyalty for the British rule, the same appreciation of its blessings, and the same sincerity of friendship with our British fellow-subjects as have been the ruling feelings of my life."

Aligarh has won its laurels. Its students have gone forth to fight the battle of life strong in the tenets of their own religion, and strong in the precepts of loyalty and patriotism; and now when there is much that is critical in the political future of India the inspiration of Sir Syed Ahmed Khan and the teachings of Aligarh shine forth brilliantly in the pride of Mahomedan history in the loyalty, common sense and sound reasoning so eloquently expressed in your address. But, gentlemen, you go on to tell me that sincere as your belief is in the justice and fair dealing of your rulers, and unwilling as you may be to press your claims in an embarrassing manner, you cannot but be aware that "recent events" have stirred up feelings amongst the younger generation of Mahomedans which might "pass beyond the control of temperate counsel and sober guidance." Now I have no intention of entering into any discussion upon the affairs of Eastern Bengal and Assam; yet I hope that, without offence to any one, I may thank the Mahomedan community of the new province for the moderation and self-restraint they have shown under conditions which were new to them and as to which there has been inevitably much misunderstanding, and that I may at the same time sympathise with all that is sincere in Bengalee sentiment. But, above all, what I would ask you to believe is that the course the Viceroy and Government of India have pursued in connection with the affairs of the new province, the future of which is now, I hope, assured, has been dictated solely by a regard for what has appeared best for its present and future populations as a whole, irrespective of race or creed, and that the

Mahomedan community of Eastern Bengal and Assam can rely as firmly as ever on British justice and fair play for the appreciation of its loyalty and the safe-guarding of its interests. You have addressed me, gentlemen, at a time when the political atmosphere is full of change. We all feel it would be foolish to attempt to deny its existence.

NEW ASPIRATIONS.

Hopes and ambitions, new to India, are making themselves felt. We cannot ignore them, we should be wrong to wish to do so; but to what is all this unrest due? Not to the discontent of misgoverned millions—I defy any one honestly to assert that—not to any uprising of a disaffected people. It is due to that educational growth in which only a very small portion of the population has as yet shared, of which British rule first sowed the seed and the fruits of which British rule is now doing its best to foster and to direct. There may be many cares in the harvest we are now reaping. The Western grain which we have sown may not be entirely suitable to the requirements of the people of India. But the educational harvest will increase as years go on and the healthiness of the nourishment it gives will depend on the careful administration and distribution of its products.

You need not ask me pardon, gentlemen, for telling me that representative institutions of the European type are entirely new to the people of India, or that their introduction here requires the most earnest thought and care. I should be very far from welcoming all the political machinery of the Western world amongst the hereditary instincts and traditions of Eastern races. Western breadth of thought, the teachings of Western civilization and the freedom of British individuality can do much for the people of India, but I recognise with you that they must not carry with them an impracticable insistence on the acceptance of political methods. And now, gentlemen I come to your own position in respect to the political future, the position of the Mahomedan community.

Those whom you speak for will, I feel sure, recognise that it is impossible for me to follow you through any detailed consideration of the conditions, and the share that community has a right to claim in the administration of public affairs. I can at present only deal with generally the points which you have raised before the committee which, as you know, I have lately appointed to consider

the question of representation, and I will take care that your address is submitted to them. But at the same time I hope I may be able to reply to the general tenor of your remarks without in any way forestalling the committee's report. The pith of your address, as I understand it, is a claim that in any system of representation, whether it affects a Municipality, a District Board or a Legislative Council, in which it is proposed to introduce or increase an electoral organisation, the Mahomedan community should be represented as a community. You point out that in many cases electoral bodies, as now constituted, cannot be expected to return a Mahomedan candidate; that, if by chance they did so, it could only be at the sacrifice of such a candidate's views to those of a majority opposed to his own community, whom he would in no way represent. You justly claim a numerical strength in respect to the political importance of your community and the service it has rendered the Empire. I am entirely in accord with you.

THE VICEROY'S ASSURANCE.

Please do not misunderstand me. I make no attempt to indicate by what means the representation of communities can be obtained, but I am as firmly convinced as I believe you to be that any electoral representation in India would be doomed to mischievous failure which aimed at granting a personal enfranchisement regardless of the beliefs and traditions of the communities composing the population of the continent. The great mass of the people of India have no knowledge of representative institutions. I agree with you, gentlemen, that the initial rungs in the ladder of self-government are to be found in the Municipal and District Boards, and that it is in that direction that we must look for the gradual political education of the people. In the meantime I can only say to you that the Mahomedan community may rest assured that their political rights and interests as a community will be safe-guarded in any administrative re-organisation with which I am concerned, and that you and the people of India may reply upon the British Raj to respect, as it has been its pride to do, the religious beliefs and the national traditions of the myriads composing the population of His Majesty's Indian Empire.

Your Highness and gentlemen, I sincerely thank you for the unique opportunity your deputation has given me of meeting so many distinguished and representative Mahomedans. I deeply appreciate the

energy and interest in public affairs which have brought you here from great distances and I only regret your visit to Simla is necessarily so short.

CHAMBER OF COMMERCE,
BOMBAY, 12th December 1907.

No. 1108 of 1907.

The SECRETARY to GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 6534 of 31st October 1907, enclosing copy of Government Resolution No. 6533 of the same date and copy of a letter Nos. 2310—2317 from the Government of India regarding the enlargement of Legislative Councils and connected questions.

2. Although your letter was not received by this Chamber until November 4th, my Committee have given this important subject their best consideration during the very short time allowed for representations to be made.

3. The letter from the Government of India begins by saying that "with the object of satisfying constitutional requirements of "the Indian Empire, the Government of India had of their own "initiative taken into consideration the question of giving the "people of India wider opportunities of expressing their views on "administrative matters," and further on it is said that "no scheme "of constitutional reform would meet the real requirements of the "present time which did not make adequate provision for repre-"senting the landed aristocracy of India, the mercantile and "industrial classes and the great body of moderate men who under "existing conditions have no sufficient inducement to enter political "life and find but little scope for the exercise of their legitimate "influence." Further on in para. 16 it is stated that "the last "point that remains for consideration under this head (the Imperial "Legislative Council) relates to the representation of special in-"terests and minorities."

4. My Committee invite attention to these three extracts to emphasise the fact that on the proposed enlarged Imperial Legislative Council the resident non-official European is not represented. It is true that the Chambers of Commerce of Calcutta and Bombay

are each allowed to elect a representative, but these two members will have charge of special interests, and it is hardly probable that any of the other seats to be filled by nomination will be held by non-official Europeans. It appears to my Committee that this point is one which requires further consideration, for, as a body, the non-official Europeans in this country are educated men with wide experience. They have, moreover, important interests in the country as holders of property, many besides being landowners, and their interests are in many ways identical with the people amongst whom they live and trade. As a body they are on friendly terms with the leading native gentlemen of the different communities, and as sound and disinterested work has been done by many Europeans on Municipalities, District Boards and other bodies, there is every reason to think that their experience would be of very great value on the Imperial Legislative Council. My Committee admit that there might be some difficulty at first in getting representative non-official Europeans to serve, but as one of the objects of the legislation now proposed is the representation of special interests and minorities the representation of non-official Europeans has, my Committee think, a very strong claim.

5. My Committee are quite at one with Government in their desire that by interesting a larger number of people in public affairs the motives and intentions of Government should become better known, and if this end can be attained by the elective system, which it is now proposed to enlarge, Government and the community generally will be benefited. As to whether true and disinterested representatives of the different bodies it is proposed to create, can be secured by election, my Committee somewhat doubt, and they agree therefore in the alternative put forward in para. 15 that Government should reserve to themselves considerable powers of nomination. The intention of the change now proposed is clearly to obtain representatives of the different classes, but the tendency in the past has often been—as pointed out in the Government of India's letter—for one class or interest to obtain the upper hand, and unless this is strictly guarded against in future, the enlarged Councils may not be any better than those which now exist. As to whether the change now suggested will bring about the benefits that are desired, my Committee are somewhat doubtful. No doubt, in time with the spread of education, suitable representatives of different interests will be forthcoming, but so far

as can be judged from this side of India, representative men for many interests will be difficult to obtain; and if it should happen that the elected candidate is not truly representative, it is hoped by my Committee that Government will reserve themselves the power of nominating instead.

6. My Committee note with satisfaction the views of the Government of India in para. 23 on the "discursive and unfruitful character" of the Budget debates both in the Imperial and Provincial Councils, and they entirely agree with Government that such changes should be made as will make the debates less unreal and will bring them into closer relation with the financial policy and administrative decisions of the Government. If an enlarged Council only means an extended debate on the Budget by additional speeches, little or nothing will be gained by the change; but if by some method speeches can be limited to definite subjects, and if Members are compelled to put written speeches on the table—copies of which might be supplied to the Council beforehand—the change would, in the opinion of my Committee, be advantageous, and they hope that an improved system of rules and regulations will be laid down by Government as a guide for the conduct of business hereafter at Council meetings.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 16th December 1907.

No. 7550 of 1907.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter, No. 1108 of the 12th instant, on the subject of the enlargement of Legislative Councils and connected questions, and to state that it will be laid before Government.—I have, &c.,

R. E. ENTHOVEN,
Acting Secretary to Government.

APPENDIX T-2.

ROYAL COMMISSION ON SHIPPING RINGS.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 26th February 1907.

No. 2077 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward a copy of a letter from the Government of India, No. 1431-1435-7, dated 12th February 1907, and of its accompaniments regarding the information required by the Royal Commission on Shipping Rings, and to request that you will be so good as to favour this Government with the report of the Chamber at its earliest convenience on the points raised by the Chairman of the Commission as well as with any useful information which may be available on any points connected with the subject beyond those specifically mentioned in the Chairman's letter.—I have, &c.,

G. MONTEATH,
Under-Secretary to Government.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY
(MERCHANT SHIPPING.)

No. 1431—1435-7, dated 12th February 1907.

The SECRETARY to the GOVERNMENT of BOMBAY,
MARINE DEPARTMENT.

SIR,—I am directed to forward a copy of a letter from the Secretary, Revenue and Statistics Department, India Office, No. R. and S.–205, dated the 24th January 1907, and enclosures, regarding certain information required by the Royal Commission on Shipping Rings as to the operations of such "Rings" or "Conferences" in India.

2. I am to request that, with the permission of His Excellency the Governor-in-Council, the Chambers of Commerce and any other

representative Commercial Bodies in the Bombay Presidency may be consulted on the points raised by the Chairman of the Commission, and the Government of India furnished, at the earliest possible date, with their reports, as well as with a report by the Local Government. I am to add that the reports should, as desired in paragraph 5 of the letter from the Chairman of the Commission, be supplemented by any useful information which may be available on any points connected with the subject beyond those specifically mentioned in the Chairman's letter.—I have, &c.,

M. M. S. GUBBAY,
Officiating Under-Secretary to the Government of India.

INDIA OFFICE.

No. R. and S.—205, dated 24th January 1907.

The SECRETARY to the GOVERNMENT of INDIA
COMMERCE and INDUSTRY DEPARTMENT.

DEAR SIR,—I forward, for information, copy of the papers noted in the margin, on the subject of the Royal Commission on Shipping Rings.

Letter from Royal Commission on Shipping Rings, dated 22nd January 1907, with enclosure.

A telegram will probably follow.—I am, &c.,

T. W. HOLDERNESS,
Secretary, Revenue and Statistics Department.

ROYAL COMMISSION ON SHIPPING RINGS,
Dated, 22nd January 1907.

The UNDER-SECRETARY of STATE for INDIA,
INDIA OFFICE.

SIR,—As Chairman of the Royal Commission which has recently been appointed to enquire into the operations of Shipping Rings or Conferences and their effect on British or Colonial trade, I have been desired by the Commission to communicate with you with a view to obtaining through your Department information as to the conditions existing in the Indian Empire with regard to certain matters detailed below.

2. The terms of reference of the Commission are as follows:—

"To inquire into the operation of Shipping 'Rings' or 'Conferences' generally, and more especially into the system of

deferred rebates, and to report whether such operations have caused or are likely to cause, injury to British or Colonial trade, and if so, what remedial action, if any, should be taken by legislation or otherwise."

3. For the purposes of their inquiry it would, in the opinion of the Commission, be of great assistance to them if they could be furnished at an early stage in their investigation with reports from the Government of India and from Chambers of Commerce and other respresentative bodies of traders in the Indian Empire as to the existence of Shipping Rings or Conferences in the carrying trades to, from, or between the ports of the Indian Empire, and as to the operations of such rings and their effect, if any, upon British or Indian trade.

4. For the purpose of eliciting the information which they specially desire to receive from the Indian Government and such bodies of traders, the accompanying list of questions has been prepared, and the Commission would be obliged if you would be so good as to move Mr. Morley to cause this list to be forwarded to the Government of India with a request that they will supply such information in reply to the questions as they may be able, and that they will transmit the questions to such Chambers of Commerce or other representative bodies, as they may consider desirable, with a view to obtaining their answer to the questions.

5. Should the Indian Government, Chambers of Commerce, or other bodies of traders whose advice is sought, be able to afford any information on points of fact which is not covered by the questions but which would throw light upon the enquiry, the Commission will be glad to receive it.

6. The Commission would also be glad to be informed as to the laws or regulations, if any, which may have been passed in India for the purpose or with the effect of regulating or suppressing such Rings or Conferences, or in any way affecting such combinations or the granting of rebates or discriminations to shippers. In particular but without limiting the information which it may be possible to obtain, they desire to be informed whether such Shipping Rings, rebates, and discriminations (if in any way affected), are illegal and prohibited, or are merely void as against public policy and as regards

Shipping Rings, whether such combinations must be registered in order to become legal. In addition to any laws, ordinances, or regulations the Commission would be glad to be informed of any leading decisions which have a bearing upon the subjects above referred to.

7. I may add that this general information as to the conditions under which goods are carried to, from, or between ports of the Empire is asked for without prejudice to the question whether the Commission should at a later stage take evidence from Indian Merchants and Manufacturers either by visiting India or by inviting merchants and manufacturers to appear before them in this country.—I have, &c.,

ARTHUR COHEN.

QUESTIONS.

(1) Are you aware of any combination, agreement or understanding among shipping companies carrying merchandise:—

(*a*) between ports in India; or

(*b*) between ports in India and other ports in the British Empire; or

(*c*) between ports in India and foreign countries?

If so, what is the nature of such combination, agreement or understanding?

(2) To what extent, if any, have shipping combinations tended to raise or maintain freights and passenger rates? In particular, have they tended to raise or maintain freights on goods carried;

(*a*) between ports in India; or

(*b*) between ports in India and the United Kingdom, or ports in another part of the British Empire; or

(*c*) between ports in India and foreign countries?

(3) Are you aware of any cases in which open or tacit combination among shipping companies has driven off independent lines or reduced competition by forcing such lines to adhere to a Conference or Ring of Shipowners or to a common tariff? If so, please state the circumstances.

(4) Are you aware of any instances of British shipping companies carrying foreign goods at lower rates than British or Indian goods, and if so, under what circumstances?

(5) Have any shipping combinations or companies to your knowledge practised the granting of rebates or deferred rebates to shippers? Have they otherwise granted preference to any shippers or classes of shippers? If so, please state the circumstances and conditions under which such rebates and preferences are granted.

(6) Has the policy of shipping conference or combinations, or the effect of shipping agreements or understandings tended to fetter traders in the free choice of sea carriage, and, if so, to what extent?

(7) Have combinations of, or co-operations by, shipping companies been productive of any beneficial results to British or Indian trade during recent years by securing stability of 'rates or in any other way?

WINCHESTER HOUSE,
21, ST. JAMES' SQUARE,
LONDON, S.W., 16th February 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—As your Chamber may be aware, a Royal Commission has recently been appointed to inquire into the operation of Shipping "Rings" or "Conferences" generally, and more especially into the system of deferred rebates, and to report whether such operations have caused or are likely to cause injury to British or Colonial trade, and, if so, what remedial action, if any, should be taken by legislation or otherwise.

For the purposes of their inquiry it would, in the opinion of the Commission, be of great assistance to them if they could be furnished at an early stage in their investigation with reports from the chief Chambers of Commerce and other Associations of a similar character throughout the Empire as to the existence of Shipping Rings or Conferences in the carrying trades to, from, or between ports of the Empire, and as to the operations of such Rings and their effect, if any, upon British or Indian trade.

For the purpose of eliciting the information which the Commission especially desire to receive from such Chambers of Commerce and other Associations the accompanying list of questions has been prepared, and the Commission would be obliged if you would move your Chamber to be so good as to furnish the Commission with such information in reply to the questions as they may be able.

Should your Chamber be able to afford any information on points of fact not covered by the questions but which would throw light upon the inquiry the Commission will be glad to receive it.

I am to add that a letter was on the 21st January addressed to the India Office forwarding a similar list of questions and asking them to obtain the information asked for therein from the Indian Government and through them from Indian Chambers of Commerce and other similar Associations. With a view however to obtaining the information required from Indian Chambers of Commerce and other Associations with the least possible delay the Commission have thought it well to correspond directly with these bodies, and I am therefore to request that your Chamber will be so good as to forward to the Commission direct any information which they may be able to supply at the earliest possible date.—I am, &c.,

J. A. WEBSTER,

Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 25rd April 1907.

No. 333 of 1907.

The UNDER-SECRETARY to GOVERNMENT,

REVENUE DEPARTMENT,

Bombay.

SIR,—In reply to your letter No. 2077 of the 26th February 1907, I have now the honour to enclose answers by my Committee to the questions propounded by the Royal Commission on Shipping Rings, which reference to the enquiry that has been instituted on the subject of the operations of such "Rings" or "Conferences" in India.

2. The question at issue is one on which my Committee have found that there is considerable divergence of view between the Members of this Chamber.

3. Whilst realising that regularity of sailings and a fixed rate of freight with a rebate, offered by Shipowners, as a rule, to keep a trade in their hands and so justify a regular service, may simplify business transactions, and so, to this extent be an advantage, merchants and shippers are not convinced that with an open freight market they would not on the whole be placed in a better position.

4. In reply therefore to question 7, all my Committee feel able to say is that so far as the combinations they have referred to are concerned, they have not been injurious to trade.

5. The freight arrangement of the Japan Cotton Spinners' Association is a feature my Committee would draw attention to, as the rebate is not paid to Shippers in Bombay but to those who arrange the contract and use the Cotton in Japan; and an agreement of this kind, unless worked with great circumspection, may cause inconvenience to those who sell and have to ship.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

Questions.	*Answers.*
(1) Are you aware of any combination, agreement, or understanding among Shipping Companies carrying merchandise :—	
(*a*) between ports in India, or	Yes.
(*b*) between ports in India and ports in the United Kingdom, or other ports in the British Empire, or	No. Yes.

Questions.	*Answers.*
(*c*) between ports in India and foreign countries ?	Yes.
If so, what is the nature of such combination, agreement or understanding ?	(*a*) The British India Steam Navigation Co., and the Asiatic Steam Navigation Co., are in combination and give to shippers to Coast Ports, Ceylon and Calcutta who sign a yearly agreement that they will not ship in other vessels, special rates of freights. (*b*) (2nd part) & (c). The P. & O., Austrian Lloyds, Rubattino and Nippon Yusen Kaisha Steamship Companies are in combination to Singapore, Hongkong and Shanghai for Wool, Twist, Cotton and Indian Piecegoods, and to these ports and Japan for Wool, Twist and Indian Piece-goods ; and give a quarterly rebate of 25 per cent. (from 1st June next 12½ per cent.) to shippers who confine their shipments eastwards to these boats only. These four lines are also in combination for shipments from Bombay to Japan as regards Cotton. Freight, however, is only obtainable in Bombay for such shipments from the representatives of the Japan Cotton Spinners' Association who charter boats outside these four lines if required. A rebate

Questions.	*Answers.*
	of Rs. 7 per ton is paid quarterly to the Association in Japan and not to the shippers in Bombay. The freight to Japan on Cotton is Rs. 17 per ton of 40 cubic feet *less* Rs. 7 rebate, or say Rs. 10 net, against Rs. 18 *less* 25 per cent., or say Rs. 13½ net to Japan by the four lines mentioned above for Wool, Twist and Indian Piece-goods, the same rate being charged on Cotton to Shanghai—a much shorter distance.
(2) To what extent, if any, have shipping combinations tended to raise or maintain freights and passenger rates. In particular, have they tended to raise or maintain freights on goods carried :—	
(*a*) between ports in India, or	The agreement mentioned has maintained freights.
(*b*) between ports in India and Ports in the United Kingdom, or ports in another part of the British Empire, or,	The agreements mentioned have maintained freights.
(*c*) between ports in India and foreign countries.	
(3) Are you aware of any cases in which open or tacit combination among Shipping Companies has driven off independent lines or reduced com-	Yes. The Shipping Trade eastwards from Bombay was originally in the hands of the P. & O. Co. At various times the Austrian Lloyds, Rubattino,

Questions.	*Answers.*
petition by forcing such lines to adhere to a conference or Ring of Shipowners or a common tariff? If so, please state the circumstances.	and Nippon Yusen Kaisha came into competition, and after a struggle, were gradually admitted into the combination.
(4) Are you aware of any instances of British Shipping Companies carrying foreign goods at lower rates than British or Indian goods, and if so, under what circumstances?	No.
(5) Have any shipping combinations or companies to your knowledge practised the granting of rebates or deferred rebates to shippers?	Yes.
Have they otherwise granted preference to any shippers or classes of shippers?	Yes.
If so, please state the circumstances and conditions under which such rebates and preferences are granted.	These are stated in answer to question 1.
(6) Has the policy of shipping conferences or combinations or the effect of shipping agreements or understandings tended to fetter traders in the free choice of sea carriage, and if so, to what extent?	Combinations of shipowners must fetter the free choice of shippers. To what extent it is difficult to say.
(7) Have combinations of, or co-operations by, Shipping Companies been productive of any	On the whole, the combinations referred to have not been injurious. Regularity in sailings

Questions.	*Answers.*
beneficial results to British or Indian Trade during recent years by securing stability of rates of services, or in any other way?	has been an advantage, and fixed rates, which have not been excessive, have not hampered trade.

CHAMBER OF COMMERCE,
BOMBAY, 25th April 1907.

No. 343 of 1907.

The SECRETARY, ROYAL COMMISSION ON SHIPPING RINGS,
WINCHESTER HOUSE, 21st JAMES' SQUARE,
LONDON, S. W.

SIR,—I have the honour, by direction of the Committee of the Bombay Chamber of Commerce, to acknowledge the receipt of your letter of the 16th February 1907.

Your communication, as also one on the same subject, from the Government of Bombay, has received the careful consideration of my Committee, and I am now instructed to forward, for your information, a copy of the letter which this Chamber has addressed to Government, together with a copy of the answers to the questions propounded by the Royal Commission.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

C. J. MICHAEL,
for Secretary.

APPENDIX U.

REGISTRATION OF MARINE SURVEYORS.

BOMBAY UNDERWRITERS' ASSOCIATION,
BOMBAY, 19th February 1907.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to your letter of the 14th December last, we are directed to advise that the London Institute was addressed in this matter with a view to securing their and the Continental Associations' agreement to the proposal in question.

Reply has now been received from the London Institute and we enclose copy of same herewith for your information.

We have to add that under the circumstances the Committee think it useless to proceed with the proposal as the support and co-operation of the London Underwriters cannot be obtained.—We are, &c.,

A. F. FERGUSON & Co.,
Secretaries.

THE INSTITUTE OF LONDON UNDERWRITERS,
25th January 1907.

The SECRETARIES,
BOMBAY UNDERWRITERS' ASSOCIATION,
Bombay.

DEAR SIRS,—I am in receipt of your favour of the 28th December which has received the careful consideration of my Committee, who instruct me to reply that, whilst in sympathy with a desire of your Association to place matters on a better footing, it is beyond their province to bind individual Underwriters or give the stipulation demanded by the Chamber of Commerce that only Surveyors registered by them will be officially recognised.—I am, &c.,

C. E. COY,
Secretary.

CHAMBER of COMMERCE,

BOMBAY, 8th March 1907.

No. 217 of 1907.

The SECRETARIES, UNDERWRITERS' ASSOCIATION,

Bombay.

DEAR SIRS,—I am directed to acknowledge with thanks your letter of the 18th ultimo, regarding Marine Surveyors and to say that my Committee do not intend to proceed further with the proposal at present.—I am, &c.,

J. B. LESLIE-ROGERS,

Secretary.

APPENDIX V.

IMPROVEMENT OF REPORTS ON FORECASTS OF CROPS.

POONA, $\frac{17th}{18th}$ June 1907.

No. A-3255 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—In making suggestions for the improvement of reports on forecasts of crops issued from this Department the Government of India recommend *inter alia* that in estimating the outturn some help should be received from non-official business firms, small traders and the like. They intimate that such assistance is obtained in some provinces and has been found to be very useful. I have therefore the honour to request that you will place the matter before your Committee and favour me with their opinion whether a similar system can be introduced with advantage in this Presidency and if so I shall feel obliged if you can supply me with a list of select firms, &c., whom you consider to be in a position to supply the information and who may be addressed in the matter. Copies of printed forecast reports will be forwarded to them as issued and they will be requested to communicate the estimates of outturn in time for use in the final reports.

2. The Government of India further suggest that these outturn estimates should be compared with the information regarding the actuals ascertained from trade statistics. I believe the estimate of outturn in the case of cotton can fairly be checked if we can collect figures of actual quantities of cotton ginned at the various ginning factories. The amount of cotton received from outside the Presidency will have to be carefully excluded. Figures for these can, it is hoped, be easily obtained from these factories. Some cotton is ginned by hand, but this is apparently only in small quantities and a percentage addition can be made for it where necessary. This method will, I believe, be much simpler than the collection of statistics of exports and imports and consumption in mills and in other ways. I

have the honour to request that you will place this matter also before your Committee and intimate whether it agrees with the above view and whether in its opinion it is possible to obtain the necessary statistics from the ginning factories without much trouble.

3. As regards other crops (wheat and oilseeds) the question is more difficult as part of the produce is used in local consumption which varies with the outturn of the crop itself, the yield of other crops, the marriage season, demand for foreign export and the like. An examination with the help of trade statistics alone seems to me impracticable and I am trying to adopt a totally different plan in their case. I append an extract from a circular letter I am addressing to the Collectors and shall be glad to receive your Committee's opinion on the matter.

4. I further request that the matter dealt with in paras. 1 and 2 above may be placed before the Advisory Committee recently nominated (*vide* your letter No. 398, dated 7th ultimo) and it may be requested to give its views on the case.—I have, &c.,

P. J. MEAD,
Ag. Director of Agriculture.

Extract para. 4 *from this Office Circular No.* 3241, *dated* 15*th June* 1907, *addressed to the Collectors of the Bombay Presidency including Sind.*

4. As regards the other crops (wheat and oilseeds) the question is more difficult as part of the produce is used in local consumption and in their case some such method as described below is suggested. The accuracy of the outturn estimated in a forecast depends upon two factors, (1) the anna estimate given by Mamlatdars for the crops of a Taluka and (2) the outturn formula recorded in this office which varies for districts and even for some talukas. I am unable to suggest any method by which to check the estimate of outturn of a whole taluka, but I think the estimate for a village and consequently the Mamlatdar's standard on which his taluka estimate is based might be usefully checked in some such way as the following. The Mamlatdar estimates the particular crop of a taluka at an average of, say 12 annas. The important fact to be ascertained is what that Mamlatdar and his staff consider a 12-anna crop to be. They

should be asked to select one or two villages in the taluka where, in their opinion, the crop may be taken as 12 annas. Then the outturn of the crop in these villages may be estimated by an examination of grain dealers' books and other local enquiries and the result reported to this office. We shall thus know what outturn in pounds per acre in a certain taluka is meant by a 12 anna estimate and can amend our formula accordingly. I believe that in this way our formulæ will approximate more closely to actual facts than the present formulæ which were drawn up a considerable time ago by a committee of experts from the various data then available including crop tests and the like.

CHAMBER OF COMMERCE,

BOMBAY, 18th July 1907.

No. 626 of 1907.

P. J. MEAD, ESQ.,
ACTING DIRECTOR of AGRICULTURE,
Bombay, Poona.

SIR,—I am directed to acknowledge receipt of your letter No. A-3255 of the 17th ultimo with accompaniment on the question of improving the reports on forecasts of crops issued by the Agricultural Department.

2. As desired my Committee submitted paras. 1 and 2 to the recently formed Advisory Committee, and now beg to reply as follows.

3. With reference to para. 1 of your letter, my Committee agree that it would be advantageous in forecasting the annual Cotton Crops if you were in a position to receive help in this matter from non-official business firms. With this idea in view they suggest that you should communicate with the following firms, *viz.*, Messrs. Ralli Brothers, Messrs. Gaddum & Co., Messrs. Volkart Brothers and the New Mofussil Co., all of Bombay. I am, however, to explain that the estimates and information given by these firms will be based on the different Districts, as detailed in the Bombay Chamber of Commerce Daily Circular as per copy enclosed, and therefore will not coincide with figures from Administrative Districts. It would, it is considered, be an advantage if the Government forecast could be made on the same basis as is adopted by the Chamber for different Districts.

4. With reference to this matter I am requested to draw your attention to the Chamber's letter, dated 3rd November 1903, addressed to the Director-General of Statistics, Calcutta. A reprint of this letter will be found at page 230 of the Chamber's Annual Report for 1904.

5. In answer to your 2nd para. instead of collecting figures of actual quantities of Cotton ginned at various Ginning Factories, my Committee suggest that these returns should be obtained monthly from all Cotton Presses, as both hand and machine ginned Cotton passes through these Presses, and therefore the resulting figures would be more approximately correct. With a view to helping you in the matter a list is herewith enclosed of all the Presses in the Bombay Presidency from which statistics may be procured. It is considered that the different Press Owners would be more likely to give correct monthly returns if applied to direct by Government, than if the information was asked for by the Chamber through its Members interested in the Cotton Trade.

6. As regards para. 3 of your letter referring to statistics of crops other than Cotton, such as wheat and oilseeds, my Committee have carefully considered your remarks and are of opinion that the instructions you have issued to the Collectors of this Presidency including Sind, are the best possible under the conditions which prevail.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

POONA, 21st August 1907.

No. A.-4551 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your communication No. 526, dated 18th ultimo, together with enclosures and to thank you for the suggestions made therein.—I have, &c.,

P. J. MEAD,
Ag. Director of Agriculture.

APPENDIX W.

COST OF FOOD SUPPLIES, ETC., IN BOMBAY.

CHAMBER OF COMMERCE,

BOMBAY, 18th July 1907.

No. 624 of 1907.

The SECRETARY to GOVERNMENT,

GENERAL DEPARTMENT,

Bombay.

SIR,—My Committee have lately had under their consideration the increasing cost of food supplies and of other necessaries of life in the City and Presidency of Bombay.

2. The question was touched upon by the Chairman of this Chamber in his speech at the Budget Meeting which was held in Poona on the 20th and 22nd of last month, and as since then the subject has attracted a good deal of attention, my Committee are anxious if possible, to ascertain the causes which have lately led to the increased cost of so many necessaries of life. Such articles as Charcoal, Firewood Grain of various kinds, Ghee, Oils, Vegetables and other foods which are in daily consumption, are much more expensive than they were; in some cases considerably so, and the reason is difficult to explain. My Committee have therefore decided to ask Government if from the reports of their District and Forest Officers and from the Agricultural Department they can throw any light upon the increasing cost of commodities. It may be, as has been suggested, that the means of transport are not sufficient, and that although supplies of many of the articles referred to are obtainable in the Districts it is not possible to bring them into the City with the same regularity and in the same quantity as in previous years. On this point information ought to be available in the Districts, and my Committee will therefore be greatly obliged if Government will be good enough to supply them with any information they may have which will help to explain the increasing cost of food and other supplies in this City, as the

higher cost of living is being felt by a large number of people, and if prices continue to advance the burden of dear food may become a serious factor in the situation.—I have, &c.,

C. H. ARMSTRONG,
Chairman.
J. B. LESLIE-ROGERS,
Secretary.

No. 7446 of 1907.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 29th July 1907.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 624, dated the 18th instant, on the subject of the increasing cost of food supplies and of other necessaries of life in the City and Presidency of Bombay, and to state that the letter will receive the attention of Government.—I have, &c.,

M. K. NARIMAN,
for Acting Chief Secretary to Government.

No. 9009 of 1907.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 9th September 1907.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—In continuation of my letter No. 7446, dated 29th July 1907, I am directed to forward for your perusal extracts from a note* by the Director of Agriculture, on the subject of the increasing cost of food supplies and of other necessaries of life in the City and Presidency of Bombay. This is the latest information available on an exceedingly perplexing subject.

2. I am to add that if on good crops being assured by the present monsoon there is no appreciable fall in prices, Government will endeavour to investigate the cause still further.—I have, &c.,

M. K. NARIMAN,
Acting Under-Secretary to Government.

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* With statement A.

Extracts from a note by the Director of Agriculture.

Any explanation of the general increase of prices of food grains and other necessaries of life must be complicated. Exports have undoubtedly increased steadily. The figures given in the last edition of the Indian Statistical Atlas show a steady rise from Rx 57,842,995 to Rx 108,667,097 in the years 1868—1894 and those compiled on a slightly different basis in the last Review of the Trade of India show a rise from Rs. 79,44,52,789 to Rs. 1,73,07,04,897 in the years 1880 to 1907. The interesting chart at the end of this last publication shows diagramatically the variations from 1861 to 1906 in the combined prices of 39 staple commodities imported, exported or locally consumed. In this chart the variations above and below 100 are taken from the datum of the year 1895 when the closing of the mints became effective, and assuming that the fluctuating exchange was a potent factor in the fluctuations before that period, we may note the rapid fluctuations between 1895 and 1903, a period of abnormal seasons, and the steady but rapid rise since 1903. It is clear, however, that we have not got sufficient experience since 1895 to form any estimate of the general tendency of prices since the effective closure of the mints. The period is too short and includes too many abnormal years. The only safe deduction is that the effect, if any, on general prices of a steady increase of exports can be entirely neutralised by bad seasons.

2. Turning from the consideration of general prices to the prices of food grains, I submit a statement giving areas and prices for jowari, bajri, wheat and cotton in the last 21 years. Prices have been taken from Government of India's Tables of Prices and Wages, the prices for 1885 being shown against the areas for 1885-86 and so on. Statistics are often misleading unless interpreted intelligently in the light of facts, and before examining these figures it is as well to state any well known facts which may affect prices. It is alleged that the cultivator first grows produce for export and food-stuffs are a secondary consideration, but this statement is opposed to all experience. As every body knows, he grows according to his needs. Food-stuffs are grown for home consumption primarily. When supplies run low he grows more; after a prosperous year he devotes a larger area to the more paying crops like cotton. This fact is clearly brought out by these figures. An increase of area under food crops follows any bad season.

Another well known fact is that Natives will not change their diet till forced to do so by extraordinarily high prices. The Brahmins of Poona continue to buy the special *Ambemor* rice to which they are accustomed as long as any can be had in the market, though the price may be 50 per cent. above normal and a cheap substitute available ; Rangoon rice never found its way into the markets of Gujarat till famine broke down with considerable difficulty the popular prejudice against this innovation in their diet. Similar causes explain presumably the large difference in prices between two adjoining districts like Kaira and Ahmedabad or Poona and Sholapur which are sometimes noticed. This reluctance to any change of diet naturally makes prices of food grains extremely sensitive in India. The area drawn on by any one community is extremely small, and practically the local harvest is not only the dominant but almost the sole factor in influencing prices of staple food. This again appears from the figures. An enormous range of prices is shown from 1895 to 1905 and it is worth noting that the prices in 1903-1904 are lower than any others in this statement for 21 years. It is also clear that if prices rise quickly they also fall with astonishing rapidity and there is no indication of any general tendency either up or down. Prices of food grains are now considerably lower than they were last year and may be expected to fall rapidly with a continuance of seasonable weather.

9. The prices of cotton and wheat undoubtedly vary with the foreign demand and there is certainly a tendency to substitute cotton for wheat as a result of the high prices obtaining for the former. But though the price of wheat must affect by sympathy the prices of other food grains and the substitution of cotton for wheat must tend to raise the prices of the latter, I very much doubt whether such effect is appreciable. The theory also that a reversion to a crop share system would increase the supply of food grains is at once dispelled by the fact that where, as in some of the Talukdari estates in Ahmedabad, this old system prevails, the tendency to grow a more paying crop is no less marked than in adjoining villages with a cash assessment. In Dhandhuka taluka (practically all talukdari and many villages on bhagbatai) the percentage under cotton of the gross cropped area has increased steadily from 21 in 1902-1903 to 48 in 1905-1906. An increase under more valuable crops is purely a sign of prosperity. High prices for field produce are of course the

cultivators' gain. What has called so much attention to the present prices is the extraordinary high level of general prices which hits the more vocal part of the community.

4. To sum up, the general tendency of all prices is apparently upward but it is too early to be certain or to diagnose it with accuracy. No general tendency is disclosed in the violent fluctuations in prices of food grains and there is absolutely no indication that prices will not return to their former level. Communications have undoubtedly levelled up prices in times of famine; the prices recorded for Bijapur in 1877 (5 seers wheat and 7 seers Jowari) have never been touched in recent years. Wheat sold at 7·3 seers in 1897 and jowari at 10·6 in 1900 but these are the lowest figures. The prudent cultivator will continue to grow the most paying crops in prosperous years and will decline to listen to the suggestion that he should flood the market with surplus grains, but he will always renew his own stocks as the need arises. The high prices of wheat and cotton which attract the cultivator depend more on foreign demand than anything else. As pointed out by Mr. Noel Paton (pages 33 to 35 of his Review of Trade of India, 1906-1907) Indian exports tend to increase after a good season, but a good season and general prosperity generally leads to larger internal consumption, and it is noteworthy that in the year under report the outturn of wheat has increased, while exports have diminished as compared with the previous year and the average of the past 5 years. In these circumstances it is difficult to establish any connection between the rise in export figures and the general rise in prices, if the latter is ultimately established as a more or less permanent tendency. Temporarily it is clear that the cost of living is exceedingly high. The price of wood is higher in the Deccan (except Bijapur) than it has been since 1894 and rinderpest has sent up the price of milch cattle and milk enormously. Unfortunately statistics cannot be read intelligently without some knowledge and assumption of the facts underlying them and I am afraid the above criticisms are entirely inadequate as a basis on which to construct any sufficient theory explanatory of the present undoubtedly high prices.

STATEMENT A.—Areas of jowari, bajri, wheat and cotton with their percentages on the gross cropped areas and prices, 1885-1886 to 1905-1906.

YEAR.	JOWARI AND BAJRI.						WHEAT.			COTTON.				Remarks.
	Area (Thousand Acres).		Percentages to gross area cropped.		Price in Seers (1 rupee=80 to-las) per rupee.		Area (Thousand Acres.)	Percentages to gross area cropped.	Price in Seers (1 Seer=80 tolas) per rupee.	Area (Thousand Acres.)	Percentages to gross area cropped.	Price in rupees per Khandi (Khandi=784 lbs).	Gross area cropped in thousand acres.	
	Jowari.	Bajri	Jowari.	Bajri.	Jowari.	Bajri.								
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
1885-86 ...	7,987	4,500	33	18	19·2	16·7	2,067	8	15·1	2,147	9	207	24,482	
1886-87 ...	6,832	4,904	27	20	20·9	17·9	1,957	8	14·2	2,840	11	217	25,413	
1887-88 ...	7,121	4,638	28	18	20·3	17·6	2,209	9	12·0	2,816	11	243	25,302	
1888-89 ...	8,510	3,845	34	15	16·9	15·1	2,078	8	13·2	2,868	11	238	25,865	
1889-90 ...	7,698	4,959	30	19	16·9	14·9	1,924	7	12·2	2,816	11	242	25,716	
1890-91 ...	8,322	4,449	33	17	18·1	17·6	1,913	7	13·2	3,052	12	215	25,578	
1891-92 ...	8,825	4,837	33	19	19·2	17·3	1,788	7	12·0	2,521	10	191	25,048	
1892-93 ...	7,122	5,451	28	21	16·9	14·8	1 918	7	10·0	2,702	10	278	25,943	
1893-94 ...	7 411	4 055	29	16	17·3	16·5	1,986	8	11·7	3,075	12	215	25,407	
1894-95 ...	7,193	4 465	28	17	18·2	15·9	2,041	8	14·5	2,700	11	178	25,376	
1895-96 ...	7,189	4,297	28	17	19·7	17·1	1,796	7	14·9	2,723	11	239½	25,000	
1896 97 ...	5,430	3,918	27	20	17·4	14·8	1,033	5	11·7	2,415	12	194	19,940	
1897-98 ...	7,905	4,777	32	19	10 2	9 5	1,409	6	7·5	2,222	9	175	24,813	
1898-99 ...	7,542	4,189	30	17	16·9	15·7	1,850	7	10·0	2,644	11	151	24,690	
1899-1900 ...	2,231	944	30	13	16·3	14 6	486	6	11·2	972	13	215	7,492	Areas matured only taken.
1900-01 ...	5,253	5,728	27	27	9·5	9·3	950	4	7·9	2,285	11	225	21,448	
1901-02 ...	6,770	5,523	29	24	14·3	13·8	1.100	5	8·8	2,862	12	206	23,402	
1902-03 ...	7,402	5,373	30	22	15·3	14·2	1,211	5	9·5	2,856	12	192	24,374	
1903-04 ...	6,487	4,831	25	19	22 8	20·1	1,554	7	12·0	3,572	15	261	24,181	
1904-05 ...	8,549	2,802	36	12	21·2	18·7	1,749	7	13·3	3,388	14	198	23,697	
1905-06 ...	6,570	4,354	29	20	13·4	11·9	963	4	10·0	3,700	17	270	22,400	

P J. MEAD, Director of Agriculture.

APPENDIX X.

MOTOR CAB SERVICE FOR BOMBAY AND POONA.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 27th September 1907.

No. 5382.

The COMMISSIONER of POLICE,
Bombay.

SIR,—I am directed to forward herewith a copy of a letter from Mr. de la Hey-Moores, dated London, the 6th September 1907 and of its accompaniment and to request that you will be so good as to report on the proposals therein contained after consulting the Municipal Commissioner, Bombay, and such other persons as you may think necessary.

2. The favour of an early reply is requested.—I have, &c.,

J. E. B. HOTSON,
Acting Under-Secretary to Government.

Copy forwarded with compliments to the Chairman, Bombay Chamber of Commerce, for favour of opinion.

H. G. GELL,
Commissioner of Police.

53, UPPER BROOK STREET,
LONDON, W., 6th September 1907.

The CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I have the honour to inform you that a Syndicate is in course of formation in London for the purpose of providing Bombay and Poona with a complete and up-to-date motor cab service, as efficient in every respect as the services now working successfully in London, Paris, and New York. The cabs will be four-seated, silent-running, and landaulette shaped, and the back portion of the top being collapsible with provision over the front portion for light

baggage. They will be petrol-driven, and the machinery of such construction that a break down is next to impossible. Specially powerful brakes will be provided to ensure safety in descending steep inclines and sharp curves. The local management and organisation will be in the hands of a Board of Local Directors, consisting of influential representative citizens, who will be financially interested in the venture in a substantial degree. It is proposed to start operations in Bombay this cold weather with fifty cabs, the number to be subsequently increased to keep pace with the needs of the city.

2. A scheme on much the same lines is about to be inaugurated in Calcutta as set out in the enclosed copy of a letter to the address of the Chief Secretary to the Bengal Government, which I have the honour to forward for your information. The Bengal Government have been pleased, as stated in paragraph 3 of the letter in question, to remit the registration fee of Rs. 16 per cab on all the cabs being sent to Calcutta, and they now have under consideration a proposal for the grant of further concessions with a view to protecting the new enterprise against inefficient and miscellaneous competition. I have the honour to inquire whether the Bombay Government would be prepared to grant to my Syndicate, which is about to provide Bombay with a complete and efficient motor-cab service, concessions of a similar nature so as to nurse the enterprise in its infancy. The Syndicate will undertake to do for Bombay all that the new Company have promised to do for Calcutta, and to furnish additional cabs as required from time to time to meet the City's requirements.

3. May I ask if you will be so good as to lay this letter before His Excellency the Governor for favour of his consideration, and in view of the short time left to complete our arrangements to kindly favour me with an early reply.—I have, &c.,

DE LA HEY-MOORES.

53, UPPER BROOK SREET,
LONDON, W., 23rd August 1907.

The CHIEF SECRETARY to the GOVERNMENT of BENGAL.

SIR,—I have, for some little time past, been in communication (both through the post and by cable) with the Chairman of the Calcutta Corporation on the subject of motor-cabs for Calcutta, and

I have received the assurance that both he and the Commissioner of Police will welcome the enterprise and afford it every reasonable facility. I have since got into touch with Mr. F. L. Halliday, the Commissioner of Police, Calcutta, who is now in England on leave, and he has evinced the greatest possible sympathy in the venture. The proposal is to provide Calcutta with a complete and efficient motor-cab service, and should prove a great boon to that city, bearing in mind the present condition of the horsed vehicles which ply for public hire. I have discussed various details with Mr. Halliday, so that no objections are likely to be raised to the type of motor-cab proposed for Calcutta.

2. The proposal has been placed before the gentlemen responsible for the existence and organisation of the motor-cab services in London, Paris, and New York, and has met with their approval; and I have received from Mr. Dalziel, the Head of the group in question, a conditional acceptance of the Calcutta scheme. Mr. Dalziel, however, pointed out that while the establishment of an up-to-date motor-cab service might, and undoubtedly would, prove a great boon to the community, and possibly a remunerative enterprise to them, there were still other large centres in Europe (several in England itself) without this modern necessity where the reward of enterprise would certainly be as good as in Calcutta with the additional advantage of easier control. For that reason Mr. Dalziel agreed and found it necessary to make certain conditions as set out below.

3. In the first place he asked that the registration and licensing fees should be remitted in connection with the new service. I am happy to inform you that, in reply to that request, I received yesterday a cablegram from the Chairman of the Corporation informing me that the Government had been pleased to consent to remit the registration fee. This is a concession for which I am grateful.

4. It is calculated—and in this estimate Mr. Halliday agrees with us—that to supply the needs of Calcutta about 200 to 250 well-equipped motor-cabs will be required, and as the building of these and the surrounding capital required will entail an investment of about £150,000 Mr. Dalziel considers that so long as he supplies the public requirements of cabs in an effective manner he should be protected against miscellaneous competition. He therefore asked that, having undertaken to place 200 to 250 cabs on the streets the Government

may be pleased to direct that no license or permission shall be given to any other motor-cab for a period of three years after the date upon which he places the first cab at the disposal of the public. If at the end of 3 years the public service should, in the opinion of the Government or of the local authorities, demand a still larger number of motor-cabs, they could call upon him to increase the number accordingly, and if he supplies them the same arrangement as to not granting licenses to other cabs, shall apply for a further period of 3 years and so on. If, on the other hand, Mr. Dalziel fails to comply with the demand made upon him by the Government or the local authorities in regard to the increase called for to meet the City's requirements, then the Government shall have the right to grant licenses to any other person or persons who may be willing to do so. He is asking for no monopoly, but for reasonable protection similar to that granted by the Government to other large enterprises in Calcutta.

5. I would assure you that the matter is in the hands of a gentleman who is best able to provide Calcutta with an efficient and up-to-date service at once. The matter is one of urgency if Calcutta is this season to have the benefits of a service which has proved a great boon in London and in Paris.

6. I was present at an interview held in Mr. Dalziel's office yesterday, between Mr. Halliday and himself, and it is upon the special advice of the former, who believes that a good motor-cab is wanted in Calcutta, that I venture to approach you, and to ask that these proposals may be laid before His Honour the Lieutenant-Governor for favour of his consideration. Mr. Dalziel properly pointed out at this interview that unless some protection of the nature indicated is given to him, the future of the enterprise may be spoiled by the introduction on the streets of Calcutta of one or two inefficient motor-carriages—a contingency that will create an inefficient competition calculated not only to injure the enterprise in popular estimation but at the same time to render his efforts useless.

7. All arrangements to provide the new service are well in hand, and should His Honour be pleased to grant the protection needed, I shall thank you to send me a cable to the address stated below, for which I have prepared a message of 24 words.—I have, &c.,

DE LA HEY-MOORES.

CHAMBER OF COMMERCE,

BOMBAY, 10th October 1907.

No. 918 of 1907.

H. G. GELL, ESQ.,

COMMISSIONER OF POLICE,

Bombay.

SIR,—I am directed to acknowledge receipt of your communication No. 1479 of the 30th ultimo, together with copies of letters from Mr. Hey-Moores regarding the proposals of a Syndicate in London to provide Bombay and Poona with a complete and efficient Motor-Cab Service.

2. My Committee have given the subject their best attention, and, speaking mainly from a Bombay standpoint, are of opinion that the scheme should be welcomed and that every reasonable facility should be afforded to the promoters to establish a Motor-Cab Service on a practical and popular basis. A monopoly for three years, as per conditions mentioned in Mr. Hey-Moores' letter to the Bengal Government, might be given, and the Syndicate's license renewed for further periods of three years on the terms stated, provided, however, that, in the contract it is distinctly laid down that such renewals will only be sanctioned if the management and facilities afforded by the service are entirely satisfactory to both the Government and the general public.

3. Further, whilst conceding that the Motor Syndicate should be protected against minor and inefficient competition, my Committee feel that the present victoria carriage traffic, which is an undoubted boon to the poorer middle class and the community generally, should not, through a partial loss of custom, be driven gradually off the streets. It is assumed that the fares for motor-cabs must of necessity be higher than those for ticca garries, and it is a question as to whether as regards relative fares the competition of the Syndicate should not be so adjusted that whilst the motor-cab will provide increased facilities for more rapid movement the humbler ticca gharry will still be able to ply for ordinary purposes as at present.

4. The question of the speed at which motor-cabs should be driven, is, my Committee consider, a very important one, for with our large and growing population, our narrow streets—many of which since the introduction of electric cars are much too narrow for safety—and the great difficulty of controlling the present traffic, the addition of a number of motor-cabs to the numerous conveyances of various kinds now using the roads to the rapidly increasing discomfort of the pedestrian, would probably bring about a position almost unbearable. It is felt therefore that the speed of these cabs should be strictly limited to a moderate pace; and if it is thought that this cannot be done by regulations, the machines should be geared to the maximum pace allowed and should remain in this respect under the control of Government, who should reserve to themselves the right to alter the speed power from time to time after giving due notice and with due regard to the cabs already in existence.

5. The employment only of Chauffeurs who are thoroughly qualified is also a very important matter, and one to which my Committee consider special attention should be given.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX Y.

PUBLIC HOLIDAYS FOR 1907.

No. 1544 of 1907.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 25th March 1907.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the correspondence ending with the letter from this Government, No. 508, dated 28th January 1907,* I am directed to forward, for the information of the Chamber, a copy of the letter from the Government of India, No. 617, dated 5th March 1907, regarding certain proposals made by the Chambers of Commerce, Bombay and Karachi, for the grant of certain additional holidays under the Negotiable Instruments Act.—I have, &c.,

R. B. VAKIL,
for Acting Chief Secretary to Government.

HOME DEPARTMENT.
CALCUTTA, 5th March 1907.

No. 617.

The SECRETARY to the GOVERNMENT of BOMBAY,
FINANCIAL DEPARTMENT.

SIR,—I am directed to refer to the correspondence ending with your letter No. 3763, dated 3rd October 1906, regarding the proposals made by the Karachi Chamber of Commerce—

(1) that the 24th May, the late Queen-Empress' Birthday, now commonly called "Empire Day," should be declared to be a public holiday under the Negotiable Instruments Act, 1881; and

* See Report 1906, p. 572.

(2) that His Majesty the King-Emperor's Birthday which is now celebrated in June should be celebrated on the actual date of His Majesty's birth, *viz.*, the 9th November.

The Bombay Chamber of Commerce also supports the latter proposal and has further suggested that Whit-Monday should be added to the list of public holidays.

2. In reply I am to say that, after a careful consideration of the matter, the Governor-General in Council regrets that he is unable to accept any of the above suggestions. The 26th June, or some day towards the end of that month, has been fixed by His Majesty the King-Emperor himself as the date on which his birthday should be celebrated in India, and His Excellency in Council does not consider it desirable to ask that any alteration should be made. For a variety of reasons this date is more convenient for official celebrations than the 9th November. The 24th May is not a suitable day for a public holiday as it occurs during the hottest season of the year when ceremonial parades are attended by circumstances of great discomfort. His Excellency in Council also considers that as the holiday regularly given on the 1st January may be regarded as an "Empire Day" peculiarly appropriate to India, it is unnecessary to fix another day for this purpose. I am to request that, with the permission of the Governor in Council, the Bombay and Karachi Chambers of Commerce may be informed accordingly.—I have, &c.,

G. B. H. FELL,
Deputy Secretary to the Government of India.

CHAMBER OF COMMERCE,
BOMBAY, 12th April 1907.

No. 309 of 1907.

The ACTING UNDER-SECRETARY to GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—I have the honour to forward, for your information, the accompanying copy of a representation received by the Chamber begging that the Parsee sacred day, *viz.*, Khordadsal, may be restored to the list of Gazetted Public Holidays in this Presidency.

2. The petition bears the signatures of 224 Parsee employés serving in the principal Banks in this City, and may be taken as expressing the sentiments of practically the whole Parsee Community on the subject.

3. I am also desired to explain that the Holiday Committee, when drawing up their report, omitted Mohurrum and Khordadsal and substituted two other days as alternatives, under the impression that if their proposed list was not accepted, the original Government list would be adhered to, as it was not intended in any case that the full number of holidays should be reduced by two days.

4. In these circumstances my Committee and the Holiday Committee are prepared to endorse the request of the petitioners, and respectfully hope that Government will see its way to re-gazette a holiday for Khordadsal on the 19th September next.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY, 27th March 1907.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

HONOURED SIR,—We, the undersigned Parsee employés connected with the Local Banks in Bombay, respectfully beg to invite your earnest attention to the omission of a very important Parsee holiday, like the Khordadsal, that falls on the 19th September 1907, in the Bank's Holiday List gazetted this year.

We feel sure that if the importance of such a revered day was sufficiently brought to your notice and knowledge, you would not have thought fit to exclude it from the Holiday List.

It is highly necessary to point out to you the great importance of gazetting the said Khordadsal as a Bank Holiday.

Khordadsal is, as you well know, the birth date of our Great Prophet Zoroaster, who was too well-known to worldly philosophers.

as an illustrious man of great genius and philosophy. His acts have stood to the admiration of all. It is on his birthday that we Parsees—men and women—gather at different Fire Places and say our holy prayers conjointly with the High Priests, and give our silent ears to the holy sermons preached by our learned priests, in praise of the great acts done by the great man Zoroaster, who has been acknowledged by all European Philosophers and Olmas, in their printed works, as a man of great science and philosophy. It is for this day that we crave your honour to have a holiday gazetted. It is like the Christmas and Easter Holidays in importance, and such being the case, it is needless for us to further demonstrate the importance of its being granted a holiday.

Under the circumstances, we pray that your honour will be pleased to revise the said Holiday List for the current year and sanction the Khordadsal as holiday, thereby placing us and our community at large under your lasting obligation.—We have, &c.,

SORABJI FRAMJI BANKER,

and 223 others.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 4th May 1907.

No. 2141 of 1907.

The CHAIRMAN, CHAMBER of COMMERCE,

Bombay.

SIR,—With reference to your letter No. 309, dated 12th April 1907, I am directed to forward, for the information of the Chamber, a copy of Government Notification No. 2140 of to-day's date, declaring the 19th September 1907 to be a public holiday under the Negotiable Instruments Act, 1881, on account of "Khordadsal."—I have, &c.,

R. B. VAKIL,

for Acting Chief Secretary to Government.

NOTIFICATION.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 4th May 1907.

No. 2140.

Under section 25 of Act XXVI of 1881, entitled the Negotiable Instruments Act, His Excellency the Governor in Council is pleased to declare the 19th September 1907 to be a public holiday on account of "Khordadsal."

2. This Notification does not apply to Sind.

By order of His Excellency the Right Honourable the Governor in Council,

R. P. BARROW,
Acting Chief Secretary to Government.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 12th June 1907.

No. 2602 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to Government letter No. 4695-A., dated 12th December 1906, I am directed to forward, for the information of the Chamber, a copy of Government Notification No. 2600 of to-day's date, declaring the 28th June 1907 to be a public holiday under the Negotiable Instruments Act on account of the Birthday of His Majesty the King-Emperor.—I have, &c.,

R. B. VAKIL,
for Acting Chief Secretary to Government.

NOTIFICATION.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 12th June 1907.

No. 2600.

In modification of Government Notification No. 4695, dated 12th December 1906, His Excellency the Governor in Council is pleased,

under Section 25 of Act XXVI of 1881, entitled the Negotiable Instruments Act, to declare the 28th June 1907 to be a public holiday on account of the Birthday of His Majesty the King-Emperor.

By order of His Excellency the Right Honourable the Governor in Council,

R. P. BARROW,
Acting Chief Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 15th October 1907.

No. 940 of 1907.

The SECRETARY to GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to remind you that the Committee for fixing the holidays for the year 1908, under the provisions of the Negotiable Instruments Act, should, as stated in the 4th paragraph of your letter No. 4444, dated 23rd December 1902, be appointed by the 15th November and to request that the usual notification may be issued in due time. At the same time I have the honour to solicit the favour of your furnishing the Chamber with a list of public and other holidays fixed by Government for the ensuing year, and also (in due course) with the names of the gentlemen nominated by the Exchange Banks and by the Hon'ble the Chief Justice of His Majesty's High Court of Judicature to serve on this Committee.

I am further to add that the Chairman of the Chamber—the Hon'ble Mr. C. H. Armstrong—will represent the Chamber on the Committee in question.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX Y.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 28th October 1907.

No. 4232 of 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—With reference to your letter No. 940, dated 15th October 1907, I am directed to state that instructions have been issued for the assembling of a Committee for the purpose of advising on what particular days in the year 1908, the holidays fixed in paragraph 3 of Government Resolution, General Department, No. 7182*, dated 23rd December 1902, should be observed under the Negotiable Instruments Act. The Committee will be constituted similarly to that appointed last year. The names of the gentlemen nominated by the Exchange Banks and by the Honourable the Chief Justice of His Majesty's High Court of Judicature to serve on the Committee will be communicated to you in due course. I am to request that the attention of the Committee may be drawn to the correspondence ending with the letter from this Department, No. 1152, dated 24th March 1903, to your address.

* Copy forwarded with Government letter No. 3557, dated 2nd November 1903.

2. I am to add that a copy of the lists of Hindu, Parsi, Jewish and Mahomedan holidays occurring during the year 1908 will be supplied to you as soon as the lists are received from the Oriental Translator to Government and a list of sectional holidays as soon as published.—I have, &c.,

SHAMRAO D. MANKAR,

for Acting Under-Secretary to Government.

FINANCIAL DEPARTMENT.

BOMBAY CASTLE, 13th November 1907.

No. 4414 of 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—With reference to the letter from this Department, No. 4232, dated 28th October 1907, I am directed to state, for the information

of the Chamber, that the Exchange Banks and the Honourable the Chief Justice of His Majesty's High Court of Judicature have respectively nominated Mr. H. S. Johnston, Manager of the National Bank of India, Limited, and Mr. L. N. Banaji, Prothonotary and Registrar of His Majesty's High Court, to serve on the Committee appointed for the purpose of advising what particular days in the year 1908 should be observed as public holidays under section 25 of the Negotiable Instruments Act, 1881.

2. I am to enclose a copy of the lists of Hindu, Parsi, Jewish and Mahomedan holidays occurring during the year 1908, with the corresponding English dates and days of the week, which have been received from the Principal, Deccan College, Poona, and the Oriental Translator to Government.—I have, &c.,

P. S. GADLESH,
for Acting Under-Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 21st November 1907.

No. 1046 of 1907.

The SECRETARY to GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—With reference to your letters, No. 4232, dated 28th October, and No. 4414, dated 13th November 1907, I have the honour to forward herewith, for the consideration of Government, the Report of the Committee appointed to consider what days in the year 1908 should be recognised as Holidays under the Negotiable Instruments Act, 1881.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY, 20th November 1907.

Report of the Committee appointed by Government for the purpose of advising on what particular days in the year 1908 the Holidays fixed in Government Resolution, General Department, No. 7182

dated 23rd December 1902, should be observed under the Negotiable Instruments Act :—

The Committee recommend the following :—

1. New Year	1st & 2nd January	Wednesday & Thursday	2 Days
2. Mohurrum	13th February	Thursday	1 Day
3. Mahashivratri	2nd March	Monday	1 „
4. Holi	18th March	Wednesday	1 „
5. Jamshedi Naoroz	21st March	Saturday	1 „
6. Ramnavami	10th April	Friday	1 „
7. Easter	17th, 18th & 20th April	Good Friday, Saturday & Monday	3 Days
8. Birth Day of His Majesty the King-Emperor	26th June	Friday	1 Day
9. Cocoanut Day	11th August	Tuesday	1 „
10. Gokul Ashtami	19th August	Wednesday	1 „
11. Ganesh Chaturthi	31st August	Monday	1 „
12. Parsi New Year	11th & 12th September	Friday & Saturday	2 Days
13. Khordadsal	18th September	Friday	1 Day
14. Dasara	5th October	Monday	1 „
15. Divali	24th & 26th October	Saturday & Monday	2 Days
16. Christmas	24th, 25th & 26th December	Thursday, Friday & Saturday	3 „
17. New Year	31st December	Thursday	1 Day

C. H. ARMSTRONG.
H. S. JOHNSTON.
F. C. HARRISON.
J. BEGBIE.
L. N. BANAJI.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 11th December 1907.

No. 4870 of 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—With reference to your letter No. 1046, dated 21st November 1907, I am directed to forward, for the information of the Chamber, a copy of Government Notification, No. 4869, dated 11th December 1907, regarding the public holidays recognised by Government under the Negotiable Instruments Act, 1881, for the year 1908.—I have, &c.,

P. S. GADLESH,

for Acting Under-Secretary to Government.

NOTIFICATION.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 11th December 1907.

No. 4869.

Under Section 25 of Act XXVI of 1881, entitled the Negotiable Instruments Act, His Excellency the Governor in Council is pleased to declare the following days to be Public Holidays during the year 1908, in addition to New Year's Day (1st January), Good Friday (17th April) and Christmas Day (25th December), which are already specified as holidays under the above section :—

New Year	... 2nd January	... Thursday.
Mohurrum	... 13th February	... Thursday.
Maha Shivratri	... 2nd March	... Monday.
Holi	... 18th March	... Wednesday.
Jamshedi Naoroz	... 21st March	... Saturday.
Ramnavmi	... 10th April	... Friday.
Easter	... 18th and 20th April	... Saturday and Monday.

Cocoanut-Day	... 11th August	... Tuesday.
Gokul Ashtami	... 19th August	... Wednesday.
Ganesh Chaturthi	... 31st August	... Monday.
Parsi New Year	... 11th and 12th September.	... Friday and Saturday.
Khordadsal	... 18th September	... Friday.
Dassera	... 5th October	... Monday.
Divali	... 24th and 26th October.	... Saturday and Monday.
Christmas	... 24th and 26th December.	Thursday and Saturday.
New Year	... 31st December	... Thursday.

Note.—The date which may be fixed hereafter for the celebration of the Birthday of His Majesty the King-Emperor will be notified separately in due course.

2. This Notification does not apply to Sind.

By order of His Excellency the Honourable the Governor in Council,

R. A. LAMB,
Chief Secretary to Government.

APPENDIX Z.

EXPORT OF SHORT REELED YARNS FROM BOMBAY.

CHAMBER OF COMMERCE AND EXCHANGE,
SINGAPORE, 2nd August 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am instructed by the Committee of this Chamber to draw your attention to the accompanying report and tests made by a Sub-Committee upon 10 samples of Bombay Yarn bought in this market. The Sub-Committee's contention is that it is illegal to ship these yarns from India and that the buyers here are not only likely to be deceived but in many instances are deceived both in lengths and counts. This Chamber is also addressing the Calcutta, Madras and Manchester Chambers on the subject and trust your influence will be used to prevent the exportation of such yarn.—I am, &c.,

A. A. GUNN,
Acting Secretary.

REPORT ON TESTS MADE UPON SAMPLES OF BOMBAY YARN IMPORTED INTO SINGAPORE.

1. The goods are by no means what they are represented to be.

2. In two cases there were only 6 leas to a hank.

3. The lengths are extremely irregular, and in the case of 20½ counts the half head extra seems to be put in to make up the bundle.

4. The tests of the counts show great irregularity as well as the breaking points.

5. We noticed a great deal of unevenness in the leas themselves.

6. It seems to have been the sole idea of the maker to produce a bundle to weigh 10 lbs. irrespective of the regularity of contents, and in consequence in testing different heads of the same bundles we obtained quite different results.

F. HILTON.
J. T. NEWALL.
EDWIN A. BROWN.

CHAMBER OF COMMERCE,
BOMBAY, 2nd September 1907.

No. 804 of 1907.

The SECRETARY to GOVERNMENT,

REVENUE DEPARTMENT,
Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to forward for your information and for such action as Government may think fit to take the accompanying copies of documents with a copy of a letter, dated 2nd August, received from the Singapore Chamber of Commerce with reference to short reeled Yarns received at that Port from Bombay.

2. My Committee consider that the make up of the yarns tested by the Singapore Chamber constitutes a gross fraud, and they much regret it is possible for such shipments to be made from the Port of Bombay. The separate report of the Singapore Chamber describes the irregularities, but my Committee would point out that in instance No. 1. bundles marked "40" (to represent 40s) contained yarn from 14½ to 16s count, the length of the hanks being only 240 yards instead of 840.

3. In the second instance the bundles were marked "20½" but the actual count was from 11s to 14s, the length of hanks being only 560-570 yards, and somewhat similar irregularities appear in all the other instances.

4. The shippers are well known in this market and their bales for Singapore could easily be stopped and examined at the Docks in Bombay before being put on board the Singapore steamer.

5. As the evil of short reeling and false making up is a very serious one detrimental alike to producers, consumers and trade generally, my Committee would urge Government to take immediate action, and, if feasible, institute proceedings under sections 6 and 7 of the Indian Merchandise Marks Act.

6. Ever since the controversy of short reeling in Indian Mills was started, this Chamber has held the view that if Government would only step in and obtain a conviction in one or two flagrant cases, at

the same time confiscating the yarn in question, the evil would probably cease. The tests now under consideration are certainly the most scandalous that have ever come under the notice of this Chamber.

7. My Committee therefore trust that the matter will be taken up seriously and promptly by Government, as there can be no doubt that fraudulent practices of this nature tend to demoralise the trade, besides being most injurious and unfair to honest producers and to ignorant consumers.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 5th September 1907.

No. 816 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Manchester.

DEAR SIR,—My Committee understand that the Singapore Chamber of Commerce have directly communicated with you regarding the shipping of short reeled yarns from the Port of Bombay.

2. It is therefore not necessary to recapitulate details of the case here, but as it is thought you may decide to approach the India Office on this question, I herewith forward for your information a copy of a letter addressed by my Committee to the Government of Bombay on the subject.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 5th September 1907.

No. 817 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Singapore.

DEAR SIR,—I am directed by the Committee of this Chamber to acknowledge receipt of your letter of the 2nd August, together with a report and test on 10 samples of Bombay Yarns sold at Singapore.

2. My Committee have given their serious consideration to the matter, and I am to assure you that you will have their strong support in putting a stop to the fraudulent practices complained of. A letter, urging immediate action, has already been addressed to the Bombay Government, of which a copy is herewith enclosed for your information.

3. My Committee are however of opinion that your position would be very materially strengthened if you would move your own Government to adopt the provisions of the Indian Merchandise Marks Act which would enable your Customs Authorities to summarily stop the importation of such yarns. It is felt that without some such legislation at your end it may not be possible to wholly check fraudulent trade with your port.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE AND EXCHANGE,
SINGAPORE, 3rd October 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—Yours of 5th ultimo with copy of letter to Bombay Government duly to hand.

I have to acknowledge same with thanks and will write you further when the matter is discussed by my Committee.—I am, &c.,

A. A. GUNN,
Acting Secretary.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 7th SEPTEMBER 1907.
No. 8938 of 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 804, dated 2nd September 1907, regarding the shipment of short

reeled yarn from Bombay to Singapore, and to state that the matter will receive the attention of Government.—I have, &c.,

M. K. NARIMAN,
Acting Under-Secretary to Government.

CHAMBER OF COMMERCE,
MANCHESTER, 29th October 1907.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—In reply to your letter of the 5th September, regarding short reeled yarns from India in the Singapore Market, I beg to say that the Board of Directors decided to reply to the Singapore Chamber, on the 7th October, as per enclosed copy.—I am, &c.,

WALTER SPEAKMAN,
Secretary.

CHAMBER OF COMMERCE,
MANCHESTER, 7th October 1907.

The SECRETARY, CHAMBER of COMMERCE AND EXCHANGE,
Singapore.

DEAR SIR,—Your letter of the 2nd August has been under consideration of a Committee of this Chamber and subsequently of the Board of Directors.

I am requested to say that the Manchester Chamber, whilst strongly sympathising with your Chamber in their endeavour to prevent importation from India of short-reeled yarn, is of opinion that the question is one for the Governments of India and of Singapore. I am, therefore, to suggest to you that the Singapore Chamber should endeavour to have brought about the establishment of governmental oversight and inspection of imported yarns, in the same manner as obtains at present in the Indian Sea Ports.—I am, &c.,

WALTER SPEAKMAN,
Secretary.

CHAMBER OF COMMERCE AND EXCHANGE,

SINGAPORE, 20th November 1907.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

DEAR SIR,—I beg to acknowledge the receipt of your letter of 5th September with copy of letter to Bombay Government duly to hand, and to enclose copy of letters received from the Calcutta, Madras and Manchester Chambers.

My Committee do not move further in the matter at present.—I am, &c.,

A. A. GUNN,
Secretary.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 3rd September 1907.

The SECETARY, CHAMBER of COMMERCE,

Singapore.

DEAR SIR,—I am directed to acknowledge the receipt of your letter, dated 2nd August, forwarding a report and the result of tests made upon ten samples of Bombay yarn bought in the Singapore market.

2. You ask that the influence of this Chamber should be used to prevent the exportation from India of such yarns as those in question. In reply I am to say that, as the yarns are exported from Bombay, the Committee fear they cannot give you much assistance in the matter. They have, however, informed the members of the Chamber that it has been brought to notice; and it does not seem to them that any action in addition to this is open to them.—I am, &c.,

H. M. HAYWOOD,
Secretary

CHAMBER OF COMMERCE,

MADRAS, 1st October 1907.

The SECRETARY, CHAMBER of COMMERCE,

Singapore.

DEAR SIR,—With reference to your letter of the 2nd August 1907, I beg to say that this Chamber fears that it can do nothing to prevent the export of yarns such as those to which you refer, but it would suggest that, in order to protect buyers in your port, legislation

should be undertaken in your Colony to prevent the importation of short reeled yarns shipped under false counts, such protection, in fact, as is provided by the Indian Merchandise Marks Act.—I am, &c.,

A. L. LAWSON,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 10th December 1907.

The SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT,
Bombay,

SIR,—I beg to call your attention to my letter No. 804 of the 2nd September last regarding shipments of short-reeled yarns from this port to Singapore.

It is understood that Government have the power, and intend to move in the matter, but no information has yet reached the Chamber as to whether any action has been taken. As my Committee are very anxious to see this question definitely dealt with, they would be much obliged if you would kindly favour them, confidentially if necessary, with the views of Government on this matter.—I have, &c.,

C. H. ARMSTRONG,
Chairman.
J. B. LESLIE-ROGERS,
Secretary.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 13th December 1907.

No. 12316-186 of 1907.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay,

SIR,—With reference to your letter, dated 10th December 1907, I am directed to state that the question of shipments of short reeled yarns from Bombay is still under consideration and that the views of Government will be communicated to you in due course.—I have, &c.,

M. K. NARIMAN,
Acting Under-Secretary to Government.

BUDGET DEBATE.

Remarks of the Hon'ble Mr. C. H. Armstrong, Chairman of the Chamber, at the Legislative Council Meeting held on 22nd June 1907.

Your Excellency,—The Financial Statement now before us shows, I think, a very satisfactory state of affairs. The opening balance, I am glad to see, is a large one, and if, as I trust may be the case, we have a favourable monsoon, I hope the year will close with a larger sum than has been estimated by the honourable member who has prepared the statement. Speaking from a Bombay standpoint there can be no doubt that the city is steadily increasing in wealth. One hears constant complaints however—no doubt very true—of exorbitant rents, higher wages and the increasing cost of food, but the labouring classes are receiving much better wages owing to the many large works which are now being carried on, and to the general prosperity of the city, and when the community as a whole is well paid, it must be good for Government and for trade. The increasing cost of living is becoming, however, a burden to many who do not share in the general prosperity and the high rents now demanded which might, to some extent, be obviated if outlying districts and our communications were improved are a constant cause of anxiety to many residents.

Representing, as I do, upon this Council the commercial community of Bombay, I desire in the first place to thank Your Excellency for the interest you have taken during the past year in railway extension and in the improvement of cotton cultivation in this Presidency. Your visit a few months ago to that enterprising line—the Barsi Light Railway—at the opening ceremony of its extension to Pandharpur shows the interest that you take in the extension of feeder lines in this Presidency. To the trading community, as is well-known, an extension of railway communication is always a great boon, but unfortunately of late trade has been very much hampered by the shortage of rolling stock which, I fear, has lost a great deal of business this season to Bombay City. Your Excellency's visit to Khandesh a few weeks ago, and your remarks to the cotton cultivators at Jalgaon show the great interest taken by Government in the improvement of the cotton grown in this Presidency. This question of improved cultivation is one on which the commercial community will always support Government.

During the past season there has been a great scarcity of good grade cotton in America and all suitable qualities in this country have been eagerly bought. It may be as the new crop in America has made a bad start, that next year the position will be somewhat similar, and it becomes more and more evident as time goes on that if India could grow an increased quantity of good staple cotton there will always be a demand for it. Tariff reformers in the United Kingdom never tire of telling us that the Empire is self-sufficing, but India is not yet in a position to supply Lancashire with the class of cotton she requires. In Continental countries whose trade and friendship it is so very necessary that we should cultivate, we have and are more likely to have, if we improve our staple, an excellent market, and locally we could also consume a much larger quantity than we do of good grade cotton. The demand which has sprung up quite lately in some quantity for Bombay spinnings for Southern Europe markets we may, to some extent, be able to retain if we can supply a good class of yarn. This is a trade which is well worth cultivating, but we require for it a good style of cotton which this country can produce in quantity if only ordinary care is taken in the selection of seed.

I have been much interested lately in the report of the Factory Commission. It is undoubtely a straightforward and satisfactory document, but I think the question of limiting the working hours of adult males in Indian factories is one that requires further consideration. Considering the circumstances under which this Commission was appointed a recommendation of some kind as regards the hours of male labour was inevitable. I do not in the least sympathise with those millowners in Bombay, who a few months ago worked excessive hours. A short spell of exceptional prosperity was no doubt very attractive after a long period of unsatisfactory trade, but this did not justify by any means the excessive hours which were worked in many of the mills. The principle, however, of limiting the working hours of adult males in factories is one that may have very far reaching effects, and as the whole of India will be concerned in any legislation of this kind, the question requires further consideration, which however it will receive if a representative Commission is later on appointed to consider the whole subject comprehensively.

As for the City of Bombay itself great improvements are undoubtedly taking place, and in a few years, in all probability, Bombay will

be a very fine city. At the same time whilst we are doing everything necessary with bricks and mortar, thanks in a great measure to the excellent work of the City Improvement Trust, we are neglecting our communications and our water-supply. We are also taxing the food of the people by the octroi duties we impose, a system which is unknown in Calcutta. A few weeks ago the Chamber of Commerce addressed Your Excellency's Government with reference to this matter, and I trust that at no distant date it may be possible to arrange with the Municipality that these duties on food shall be abolished. In a quite recent letter to the Municipality the Chamber pointed out that in the year ending 31st of March 1906, 14⅓ lakhs of rupees were collected by town duty on sugar, of which over 12⅓ lakhs were refunded, and after deducting expenses there remained to the Municipality a net revenue of a little under 1¼ lakhs only. These figures are most extraordinary and I do trust that at no distant date the Municipal Budget will be drawn up on more modern lines and that town duties on food which,—on sugar especially—are not only vexatious but very troublesome, will be done away with.

As regards the water-supply of Bombay it is not a matter I know which directly concerns this Council, but at the same time I may point out that the position is really becoming very serious. Only a fortnight ago an unfortunate fire near the Crawford Market resulted in a serious loss of property owing to the want of a continuous supply of water. Fire insurance rates for the City and Island of Bombay were largely increased last year, thereby adding to the charges on trade and on the community generally owing to the heavy losses sustained by fire in the last 2 to 3 years, and there can be no doubt whatever that many of these losses would have been very much less if there had been an ample supply of water available when the fires were first discovered. More water is badly wanted for domestic purposes, for the safety of the city from fire and for its industries, and the sooner this question is taken up and satisfactorily settled, the better. I shall be told that there are many difficulties in the way. In a matter of this kind there are always difficulties, but with our rapidly increasing trade and population increased facilities are now required for bringing in a larger supply of water. If we have felt this, for some little time, how much more shall we feel it a few years hence, and the sooner therefore this question is taken in hand, the better for everyone.

As regards our communications, I have always understood that Government are most anxious that the people should spread to the northern part of the island and beyond its boundaries, but our roads outside the city are deplorable, and within the city we have endless level-crossings, which for a long time have been an intolerable nuisance. I appeal to Government to settle this question of level-crossings at an early date. I know it has several times been under discussion, but we seem to get no further, and now that a trade depôt is being established at Mazagon, it is most necessary that this question of level-crossings should be dealt with and that bridges should be built before trade has to take up its new quarters.

The question of an overbridge on the Frere Road across the Wari Bunder sidings is also a most important one. With the completion of a connection between the Frere Road and the Reay Road and the extension of the tram service in the direction of Sewri, it is most necessary that there should be no level-crossings to hamper free communication between the fort and this distant part of the island. I am perfectly well aware that a plan has been put forward, which if carried out may do away with the lines which now cross the Frere Road, but as there is opposition to this scheme the question is one which should be taken promptly in hand, and if necessary a committee appointed to consider the whole question. If it is found that the lines must remain the bridge should be taken in hand at once and on this point the commercial community are very anxious to know the decision of Government. Another question on which the commercial community are anxious for inquiry is a system of rapid communication between the fort and the new trade depôt at Mazagon and beyond. This was dealt with by the Chamber in a long letter to Government, about 3 years ago, but as this work does not appear to be within the province of any of the local bodies in Bombay we are exactly in the same position as we were then. It is quite clear to me that Mazagon in a few years will be a very important centre and that rail connection of some kind between outlying districts and the fort, *via* the new depôt at Mazagon, will be a necessity.

To anyone living, for instance, at Bandra or Andheri, it should be possible to travel by rail to Mazagon and thence to the Fort, returning

in the same way in the evening. If as I understand is possible, a Committee is appointed to consider the question which has lately been raised as regards rail connections into the Docks, I would ask that this question of rapid communication between the Fort and the outlying districts may also be considered. I would point out to Government that on the transfer of the Cotton Green to Mazagon, merchants and the trade generally will be put to great expense, and that as the distance from the Fort will be greatly increased, permanent expenses may have to be incurred in the way of keeping an office and a small staff at Mazagon unless rapid communication with the Fort is arranged. Electric trams will be, of course, a convenience, but so far as I can see we are not likely to travel by electric car at any very great pace, and if the northern part of the island and the outlying districts can be brought into communication with Mazagon by rail, as of course they can be by the new Port Trust line and the Mahim connection, it is very necessary that the link should be completed by a rail of some kind between Mazagon and the centre of the Fort. The question may be a difficult one, but it should be tackled as soon as possible, for if in a few years trade is compelled to go to Mazagon and rapid communication has not been provided, heavy expenses will be incurred and much time will be wasted in travelling backwards and forwards.

In conclusion, I wish to say in regard to the new female wing of the St. George's Hospital, that whilst I am much obliged to Government for the information that has been given, I regret I cannot regard the replies to my questions as satisfactory. I feel sure that this view of mine will be confirmed by all those interested in the subject, and by those who are responsible for the successful working of this very excellent institution. I trust that in his reply at the end of this debate the Honourable Mr. MUIR MACKENZIE will be able to give us some idea as to when the new wing will be ready for occupation, for I must say that the long delay is most difficult to understand.

COAL.

Imports of Coal into Bombay by Sea and Rail.—The following Return of the Imports of Coal into Bombay by Sea and Rail in the years 1901 to 1907 is printed for the information of Members:—

From	1901.	1902.	1903.	1904.	1905.	1906.	1907.
By Sea.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe (Private Owners)..	82,434	176,500	168,780	149,243	121,374	173,608	107,355
Do. (State Railways)..	..	..	..	..	..	..	10,682
Australia (Private Owners)	1,390	5,141	15,943	18,347	6,259	13,961	16,254
Australia (State Railways)	..	..	..	..	..	..	..
Japan (Private Owners)..	56,565	7,421	17,022	24,834	28,302	2,307	2,581
Do. (State Railways) ..	..	..	..	..	..	..	..
Other Ports (Private Owners)	..	..	..	..	..	645	3,953
Other Ports (State Railways)	..	..	..	..	..	..	8,150
Calcutta (Private owners)	741,474	463,973	660,654	593,484	772,648	805,416	749,470
Do. (State Railways)	..	..	..	..	..	..	215,149
Total—By Sea ..	881,863	653,035	856,399	785,908	928,483	996,997	1,177,593
Total—By Rail ..	33,015	22,984	6,660	2,151	22,211	21,215	* ..
Grand Total ..	914,878	676,019	862,059	788,059	950,694	1,018,212	* ..

* Imports by Rail for the year 1907 are not available as Government have discontinued publishing Quarterly Rail Borne Trade Returns of the Bombay Presidency.

N.B.—Imports of Coal by State Railways up to 1906 were not recorded.

WHEAT.

The undermentioned notes were made from statistics published by the Commercial Intelligence Department:—

The Indian wheat crop of 1906-07 was not as good as that of the previous year, though the out-turn was 10·9 per cent. greater than the average for the five years ending 1904-05. The total area under wheat stood at 29,144,400 acres, showing an advance of 3,148,400 acres, or 12 per cent. on the figures of 1905-06; but the total out-turn was estimated at not over 8,508,040 tons, amounting to a shortage on the previous year's figure of 70,500 tons or 0·8 per cent.

Punjab.—The total area sown was reported to be 9,037,800 acres as compared with 8,572,100 acres last year—showing an increase of 5·4 per cent.

The total out-turn was estimated at 3,282,900 tons as against 3,510,300 tons in 1905-06, a decrease of 6·5 per cent.

North-West Frontier Provinces.—The total area was reported to be 1,146,400 acres as compared with 1,024,600 acres the previous year, an increase of 12 per cent., while the total out-turn was estimated at 305,200 tons, compared with 279,700 tons of the previous seasons, showing an increase of 9·6 per cent.

United Provinces.—The total area sown amounted to 7,039,100 acres, compared with 6,478,900 acres the previous year, this represented an increase of 8·6 per cent. The crop was exceedingly promising at first, but excessive rain is said to have damaged it to a certain extent.

The total out-turn was estimated at 2,164,500 tons as against 2,428,700 tons of the previous season—a decrease of 11 per cent. The quality of the grain was generally not good.

Bengal.—The total area sown was reported to be 1,402,600 acres, compared with 1,248,300 acres the previous year, an increase of 12·3 per cent. The season on the whole was unfavourable owing to cloudy weather and heavy rain and hail in the early part of the season. The total yield was estimated at 388,700 tons as against 396,600 tons the previous year, a decrease of 2 per cent.

Eastern Bengal reported 158,700 acres compared with 159,300 acres the previous year, a decrease of 0·7 per cent.

The yield was estimated at 44,000 tons compared with 50,000 the previous year, representing a decrease of 12 per cent.

Central Provinces and Berar.—The total area sown was reported to be 3,689,800 acres, as compared with 3,443,800 acres for the previous year, representing an increase of 7 per cent. The season on the whole was reported as a favourable one. The total yield was estimated at 904,700 tons as against 834,400 tons for the previous year, showing an increase of 8·4 per cent.

Bombay.—The British districts reported 1,211,000 acres, compared with 963,000 acres the previous year, giving an increase of 25·8 per cent. The Native States including Baroda report 385,200 acres as against 384,200 acres the previous year.

The total yield was estimated at 328,200 tons (205,800 in British Districts and 122,400 in Native States) as compared with 275,100 tons (121,100 in British District and 154.000 in Native States) for the previous year, an increase of 19 per cent. The total yield of 1906-07 crops however fell short of the average of the previous five years by 15 per cent.

Sind.—The total area was reported to be 623,500 acres compared with 628,100 acres the previous year, giving a decrease of 0·7 per cent. The crop suffered in places from rain and hailstorms which diminished the outturn to 10 per cent. below that of the previous year,—176,600 tons against 196,300 tons.

Hyderabad reported 1,039,500 acres compared with 934,500 acres the previous year, an increase of 11 per cent. The total yield was estimated at 58,000 tons as against 41,800 tons of the previous year, an increase of about 39 per cent. Compared with the average of the preceding five years, the yield fell short by 1·7 per cent.

Rajputana and Central India.—Rajputana reported 810,000 acres and 215,000 tons as compared with 604,000 acres and 145,000 tons the previous year, or an increase of 34 per cent. in area and 48 per cent in yield. Central India reported 2,895,900 acres and 639,800 tons as against 1,852,100 acres and 420,600 tons, amounting to an increase of 56 per cent. in area and 52 per cent. in yield.

Mysore reported 4,600 acres and 440 tons compared with 2,400 acres and 140 tons the previous year.

The following figures show the total acreage and out-turn of wheat in each official year from 1884-85 to 1906-07 :—

Year.	Acres.	Outturn in tons.
1884-85	27,820,000	8,013,000
1885-86	27,393,000	7,739,000
1886-87	26,735,000	6,391,000
1887-88	26,855,000	7,149,000
1888-89	25,912,000	6,362,000
1889-90	24,773,000	6,123,000
1890-91	26,576,000	6,876,000
1891-92	27,032,772	6,093,741
1892-93	27,759,158	7,649,105
1893-94	28,716,735	7,268,982
1894-95	28,421,851	6,998,930
1895-96	24,071,320	5,380,342
1896-97	20,579,727	5,363,289
1897-98	24,537,775	7,208,384
1898-99	25,370,078	6,837,674
1899-1900	18,687,782	5,357,142
1900-01	23,864,550	7,093,529

Year.	Acres.	Outturn in tons.
1901-02	23,446,161	6,090,524
1902-03	23,433,177	7,971,446
1903-04	28,413,743	9,641,145
1904-05	28,470,200	7,582,040
1905-06	26,295,800	8,578,540
1906-07*	29,444,200	8,508,040

* *Note.*—The figures for 1906-07 are subject to revision.

The fluctuations in the total exports of wheat from India to Foreign Countries during the last 26 years are shown below:—

(1881-82 to 1906-07.)

Worst Years.			Best Years.		
Year.	Tons.	Rs.	Year.	Tons.	Rs.
1887-88 ...	676,908	5,56,23,733	1881-82 ...	995,050	8,62,00,618
1889-90 ...	690,110	5,79,26,147	1882-83 ...	709,688	6,08,38,136
1893-94 ...	607,842	5,19,39,850	1883-84 ...	1,050,070	8,89,58,112
1894-95 ...	344,506	2,56,62,468	1884-85 ...	792,494	6,31,60,182
1895-96 ...	500,208	3,91,43,765	1885-86 ...	1,053,446	8,00,53,311
1896-97 ...	95,531	83,64,498	1886-87 ...	1,113,181	8,62,59,356
1897-98 ...	119,630	1,34,11,515	1888-89 ...	880,570	7,52,32,794
1899-1900 ...	485,204	3,90,94,963	1890-91 ...	716,924	6,04,24,260
1900-01 ...	2,501	3,00,832	1891-92 ...	1,515,355	14,38,20,022
1901-02 ...	366,090	3,25,59,204	1892-93 ...	748,672	7,44,03,335
1902-03 ...	514,607	4,51,53,570	1898-99 ...	976,024	9,71,96,877
			1903-04 ...	1,295,565	11,08,89,546
			1904-05 ...	2,150,025	17,90,60,692
			1905-06 ...	937,523	8,53,43,996
			1906-07 ...	801,445	7,25,44,650

ESTIMATE OF THE WHEAT CROP OF THE SEASON 1906-07.

Share of each Province of Area and Yield for 1905-06 and 1906-07.

Provinces.	Area.			Yield.			Increase or Decrease in last and current year (1905-06 and 1906-07).			
	Average of previous 5 years.	Of last year's crop, 1905-06.	Of current year's crop, 1906-07.	Average of previous 5 years.	Of last year's crop 1905-06.	Of current year's crop 1906-07 (Estimated).	Area.	Percentage.	Yield.	Percentage.
	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.	Acres.		Tons.	
Bombay (including Native States) ...	1,835,300	1,347,200	1,596,200	386,000	275,100	328,200	+ 249,000	18·48	+ 53,100	19·3
Central Provinces & Berar	2,877,900	3,443,800	3,689,800	616,300	834,400	904,700	+ 246,000	7·14	+ 70,300	8·42
Rajputana ...	845,000	604,000	810,000	190,000	145,000	215,000	+ 206,000	34·10	+ 70,000	48·27
Central India ...	1,613,800	1,852,100	2,895,900	376,200	420,600	639,800	+ 1,043,800	56·35	+ 219,200	52·11
Sind (including Native States) ...	491,400	628,100	623,600	127,300	196,200	176,600	— 4,500	·71	— 19,600	9·98
Hyderabad ...	823,000	934,500	1,039,500	59,000	41,800	58,000	+ 105,000	11·23	+ 16,200	38·75
Total of Provinces supplying Bombay	8,486,400	8,809,700	10,655,000	1,754,800	1,913,100	2,322,300	+ 1,845,300	20·94	+ 409,200	21·38
Punjab	7,366,500	8,572,100	9,037,800	2,618,900	3,510,300	3,282,900	+ 465,700	5·43	— 227,400	6·47
N.-W. Frontiers...	900,900	1,024,600	1,146,400	247,300	279,700	305,200	+ 121,800	11·88	+ 25,500	9·11
United Provinces of Agra and Oudh...	7,131,400	6,478,900	7,039,100	2,577,200	2,428,700	2,164,500	+ 560,200	8·64	— 264,200	10·87
Bengal	1,274,700	1,248,300	1,402,600	391,700	396,600	388,700	+ 154,300	12·36	— 7,900	1·99
Eastern Bengal ...	1,93,000	1,59,800	158,700	88,000	50,000	44,000	— 1,100	·68	— 6,000	12·09
Mysore ...	4,500	2,400	4,600	410	140	440	+ 2,200	91·66	+ 300	214·28
GRAND TOTAL...	25,357,400	26,295,800	29,444,200	7,673,310	8,578,540	8,508,040	+ 3,146,400	11·97	— 70,500	·82

The yield per acre is shown in the following statement :—

Provinces.	Acreage of previous 5 years.	Year 1905-06.	Year 1906-07.
Bombay Proper	·210	·204	·205
Provinces supplying Bombay ...	·206	·217	·218
All India	·302	·326	·288

* Rectified.

The course of Retail Prices of Wheat, as given in the *Gazette of India*, has been recorded in the reports for the last six years, and is here brought up to date :—

SEERS (OF 80 TOLAS) TO THE RUPEE.

	Punjab.	United Provinces.	Central Provinces.	Bombay.
March 1894	23·88	16·19	18·06	13·12
„ 1895	21·62	15·19	14·56	14·56
„ 1896	14·25	12·25	13·88,	13·37
„ 1897	8·25	8·88	0·9	7·75
„ 1898	14·37	12·94	11·19	9·56
„ 1899	17·5	17·19	15·0	12·94
„ 1900	11·81	12·31	9·44	7·62
„ 1901	11·23	10·5	8·87	8·18
„ 1902	15·56	14·31	12·75	9·19
„ 1903	15·01	14·75	13·82	10·85
„ 1904	16·85	15·67	14·76	13·24
„ 1905	15·30	13·95	14·32	12·34
„ 1906	14·04	11·40	12·30	8·88
„ 1907	16·57	12·78	14·72	9·90
April „	16·10	12·58	14·54	9·84

The table below shows the Exports of Wheat from India to Europe in thousands of tons:—

From	1907	1906	1905	1904	1903	1902	1901	1900	1899	1898	Average, 1896-1905
Bombay ...	28	24	210	265	139	10	2	...	143	289	118
Karachi ...	933	657	925	1223	776	468	258	...	324	442	452
Calcutta ...	5	6	166	434	189	36	1	...	128	165	112
Total...	966	687	1,301	1922	1104	514	261	...	595	896	677

COTTON.

Receipts.—The figures for the year ending 30th June 1907 show an increase of 19·73 per cent. on the previous year, and are the largest on record. During the calendar year the total was 29,56,000 bales or 18·33 per cent. more than in 1906. **Oomra Descriptions** showed a falling off of about 1,17,000 bales, but the **Bengal Crop** was the largest ever grown and over 6,00,000 bales reached Bombay as against 3,93,000 bales last year. **Broach** too showed an increase on any previous season, 2,81,000 bales having been received, while **Dholleras** descriptions accounted for 3,09,000 bales of the total receipts into Bombay. The total increase when compared with the average of the past 10 years was 49·24 per cent. for the year ending June 30th and 47·65 per cent. for the Calendar year. The arrivals of each growth

are given in detail below and the totals for the three previous seasons are included for the purpose of comparison: —

Receipts of Cotton into Bombay of each growth.
(000's omitted.)

Growths.	Seasons ending 30th June				Average 1895-96 to 1904-05.	Years ending 31st Dec.				Average, 1896 to 1905.
	1906-07.	1905-06.	1904-05.	1903-04.		1907.	1906.	1905.	1904.	
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Khandeish	358	445	297	364	314	321	406	403	293	348
Central India	134	156	141			135	147	153		
Barsee and Nugger ..	248	163	127	133	127	249	158	149	116	129
Berar	470	509	556	640	533	451	458	617	734	597
Central Provinces ..	313	367	381			316	334	375		
Total Oomras..	1,523	1,640	1,502	1,137	1,054	1,472	1,503	1,697	1,143	1074
Dhollera	309	195	109	317	214	337	209	104	322	212
Broach	281	211	206	209	149	278	213	208	209	149
Compta and Dharwar.	167	126	155	187	121	227	97	144	200	121
Westerns	17	31	32	26	25	13	31	26	32	25
Bengal. N.-W. Provinces.	508	330	356	217	345	462	342	409	296	333
Bengal. Rajputana..	100	63	58			122	47	104		
Sind	15	35	92	53	43	19	27	75	57	43
Persian	3	2	3	2	6	3	3	3	2	5
Other sorts	26	30	66	8	19	23	26	70	14	20
Total..	2,949	2,663	2,609	2,151	1,976	2,956	2,498	2,840	2,274	2,002

EXPORTS.

The exports show an all round increase both for the year ending June 30th and the calendar year, and in all cases fresh records were established. Out of the total of 19,16,000 bales exported up to June 30th, Europe took 11,69,000 bales; China and Japan 6,80,000 bales; and 67,000 bales were shipped to Calcutta and Coast Ports. The increase to Europe

compared with last year was 14·94 per cent. ; to Japan and China 52·80 per cent. ; and Calcutta and Coast Ports 109·37 per cent. For the calendar year Europe, with 11,26,000 bales, showed an increase of 13·73 per cent. Japan and China received 6,48,000 bales or 39·35 per cent. more than in 1906 ; and Calcutta and Coast got 61,000 bales, or an increase of 41·86 per cent. The Total Exports to all Ports as will be seen from the figures given below amounted to 19,16,000 bales being an increase of 28·24 per cent. on the previous season, and one of 80·07 per cent. when compared with the average of the preceding ten years.

Mill Consumption fell a little behind last year's total, being 11,15,000 bales against 11,41,000 bales, and an average for the previous ten years of 878,000 bales.

Exports of Cotton and Mill Consumption.

(000's omitted.)

To—	Years ending 30th June				Average 1895-96 to 1904-05.	Years ending 31st Dec.				Average 1896 to 1905.
	1906-07.	1905-06.	1904-05.	1903-04.		1907.	1906.	1905.	1904.	
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Great Britain	65	53	20	95	39	57	53	26	94	40
Continent	1,104	964	364	941	562	1,069	937	641	832	580
Total Europe ..	1,169	1,017	384	1,036	601	1,126	990	667	926	620
China and Japan ..	680	445	636	405	438	648	465	602	521	446
Calcutta and Coast Ports	67	32	28	18	25	61	43	39	15	25
Total Eastward ..	747	477	664	423	463	709	508	641	536	471
Total Exports	1,916	1,494	1,048	1,459	1,064	1,835	1,498	1,308	1,262	1,091
Mill Consumption ..	1,115	1,141	1,072	973	878	*1,115	*1,141	*1,072	*973	*878
Grand Total ..	3,031	2,635	2,120	2,432	1,942	2,950	2,639	2,380	2,235	1,969

* Years ending 30th June.

From the following returns it will be seen that while the exports to Europe were about the same as last season, say 38·569 per cent. of the total exports and Mill consumption, those to Japan and China had increased from 16·868 to 22·434 per cent., and the share taken for local consumption has fallen from 43·302 last year to 36·787 per cent. during the year under review.

Distribution.

Exported to United Kingdom	...	2·144 per cent.
„ „ Continent ...	...	36·425 „
„ „ China and Japan	...	22·434 „
„ „ Calcutta and Coast	...	2·210 „
Total Exports ...	...	63·213 „
Mill Consumption ...	...	36·787 „
		100·000

The next table gives full details of the Ports in Europe to which the 11,26,000 bales were exported during 1907, as compared with the exports during the previous year.

Actual Clearances of Cotton from Bombay to different Ports in Europe during the Years 1906 and 1907.

To	1907. 6 months ending 31st December.	1907. 6 months ending 30th June.	1907. Total for 12 months.	1906. 6 months ending 31st December.	1906. 6 months ending 30th June.	1906. Total for 12 months.	Increase or Decrease.	Percentage.
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool	(A) 5,714	46,487	52,201	* 11,935	38,959	50,894	+ 1,307	2·56
London	(B) 1,117	(a) 1,905	3,022	** 2,822	447	3,269	— 247	7·55
Manchester ..	....	1,601	1,601	....	....	....	+ 1,601	....
Hull	(C) 1,421	(b) 2,663	4,084	† 1,658	....	1,658	+ 2,426	146·32
Marseilles	(D) 7,778	(c) 22,967	30,745	‡ 7,833	4,815	12,648	+ 18,097	143·08
Nantes	....	55	55	....	....	....	+ 55	....
Havre	5,295	32,094	37,389	2,337	30,208	32,545	+ 4,844	14·88
Dunkirk	(E) 17,405	(d) 74,880	92,285	14,760	62,275	77,035	+ 15,250	19·79
Antwerp	(F) 45,497	(e) 128,157	173,654	§ 66,137	110,455	176,592	— 2,938	1·66
Ghent	55	(f) 715	770	....	429	429	+ 341	79·48
Hamburg	63,565	181,238	244,803	54,700	132,261	186,961	+ 57,842	30·93
Bremen	6,107	14,971	21,078	1,929	8,479	10,408	+ 10,670	102·51
Genoa	39,196	(g) 83,989	123,185	48,177	79,803	127,980	— 4,795	3·74
Venice	(G) 33,974	(L) 64,975	98,949	37,328	49,038	86,966	+ 11,983	13·77
Leghorn	300	999	1,299	400	1,097	1,497	— 198	13·22
Naples	9,298	11,379	20,677	2,935	4,564	7,499	+ 13,178	175·73
Catania	3,340	2,110	5,450	1,600	2,100	3,700	+ 1,750	47·29
Ancona	.. ..	197	197	....	....	....	+ 197	....
Barcelona	(H) 6,858	23,166	30,024	12,031	27,827	39,858	— 9,834	24·67
Passages	....	....	....	....	299	299	— 299	....
Malaga	....	300	300	....	....	....	+ 300	....
Gijon	....	....	....	....	554	554	— 554	....
Christiania ..	55	....	55	100	111	211	— 156	73·93
Trieste	(J) 27,261	(i) 130,849	158,110	¶ 53,923	88,465	142,388	+ 15,712	11·03
Fiume	(K) 2,398	(j) 13,242	15,640	2,149	12,247	14,396	+ 1,244	8·64
Stockholm ..	325	110	435	119	233	343	+ 92	26·82
Gothenburg ..	(L) 1,640	1,395	3,035	633	3,026	3,659	— 624	17·05
Norkoping ..	1,215	110	1,325	....	758	758	+ 567	74·80
Uddevalla	....	100	100	....	....	....	+ 100	....
Malmo	530	1,200	1,730	500	1,200	1,700	+ 30	1·76
Riga	....	....	....	300	500	800	— 800	....
Odessa	200	....	200	....	699	699	— 499	71·38
Revel	250	....	250	....	1,000	1,000	— 750	75·00
St. Petersburgh ..	1,100	220	1,320	586	2,154	2,740	— 1,420	51·82
Syra	25	....	25	....	....	....	+ 25	....
Piræus	55	100	155	....	....	....	+ 155	....
Constantinople ..	391	1,837	2,228	197	....	197	+ 2,031	1,030·96
Total ..	282,365	844,011	1,126,376	325,080	664,603	989,693	Net Increase. 136,683	13·81%

N.B—The totals for each port cannot be taken as showing the actual imports of the country to which the said port belongs—for, in some cases the named port is used as a transhipping port to other countries, as the underquoted notes will show :—

(A) Including 71 for Spain. (B) 1,034 Russia. (C) 1,202 Sweden, 219 Norway. (D) 4,414 Spain, 98 Italy, 5 United Kingdom. (E) 55 United Kingdom, 719 Germany. (F) 2,911 Germany. (G) 798 Austria. (H) 60 Italy, 100 France. (J) 935 Italy. (K) 165 Italy. (L) 55 Russia.

(a) Including 352 for Russia, 1,174 France, (b) 794 Sweden, 109 Norway, 110 France. (c) 3,336 Spain, 344 Germany. (d) 275 United Kingdom, 5,445 Belgium, 935 Germany. (e) 3,929 Germany, 1,065 France, 385 Italy. (f) 110 France. (g) 330 Switzerland, 200 United Kingdom, 96 France. (h) 2,518 Austria, 220 France, 110 Belgium. (i) 110 Belgium, 1,705 Italy. (j) 220 Italy.

* Including 100 for Spain. ** 721 Russia, 555 Sweden, 216 Belgium. † 112 Norway, 1,237 Sweden. ‡ 4,644 Spain. § 220 United Kingdom, 781 France, 1,238 Germany, 165 Italy. ¶ 110 Italy, 2 Germany.

Stocks.—It was estimated that at the opening of the season (*i.e.*, October 1st, 1906) the stock of cotton in the hands of Dealers, Export Firms and Mill Agents in Bombay was 436,000 bales. This increased gradually as the season progressed and at the beginning of May had reached 800,000 bales, while at the close of the season, say 30th September, it had fallen to about 380,000 bales.

Actual Clearances of Cotton from Bombay to each Country in Europe during the year ending 31st December 1907.

Country of Destination.	Bales.
United Kingdom	57,389
France	146,715
Belgium	171,689
Germany	274,719
Italy	249,054
Spain	37,985
Norway	382
Austria	173,928
Sweden	8,566
Switzerland	330
Russia	3,211
Greece	180
Turkey in Europe	2,228
Total ...	1,126,376

FINANCIAL STATISTICS.

NOTE ISSUE.	Rs.
Total amount of Notes in circulation on the 31st December 1907	43,27,18,430
	43,27,18,430

RESERVE.	Rs.
Gold Coins and Bullion in India	4,27,89,428
" " " " " England... ...	5,55,75,000
Silver Coins in India	20,90,16,248
" Bullion under Coinage	76,62,808
" " in transit between India and England	.....
Securities held in India	9,99,99,946
" " " England	2,00,00,000
	43,50,43,430
Deduct amount due on Bills drawn by one circle on another	23,25,000
	43,27,18,430

GOLD STANDARD RESERVE on the 31st December 1907	£ 18,189,926
	18,189,926

	£
Invested by the Secretary of State	13,919,926
In Gold	270,000
In Silver	4,000,000
	18,189,926

COUNCIL BILLS.	£
Amount as per Budget to be remitted to Secretary of state during 1907-08 ...	16,344,000
	16,344,000

	£
Remitted from 1st April 1907 to 28th March 1908 by Council Bills	16,233,521
Balance not remitted	110,479
	16,344,000

BALANCE IN THE RESERVE TREASURIES of the Government of India on the 31st December 1907	Rs. 3,20,29,462

BALANCE IN THE CIVIL TREASURIES of the Government of India on the 31st December 1904	Rs. 11,29,08,000
" " " " " " 1905	" 11,23,37,000
" " " " " " 1906	" 10,45,53,000
" " " " " " 1907	" 11,82,99,000

COINAGE IN INDIA—	Official Year, 1905-06.	Official Year, 1906-07.
Whole and Small Coins (Silver) ...	Rs. 20,05,19,971.	Rs. 26,08,57,405.

NET PROFIT ON COINAGE for the year ending 31st December 1907	£ 2,957,129

	Rs.
AMOUNT OF GOVERNMENT PROMISSORY NOTES standing on the London Registers on 31st March 1903	18,62,27,000
" " " " " " 31st " 1904	17,12,99,000
" " " " " " 31st " 1905	16,80,62,000
" " " " " " 31st " 1906	16,42,89,000
" " " " " " 31st " 1907	16,49,16,833
" " " " " " 31st " 1908	15,23,18,183

Value of the Imports and Exports of Gold and Silver Coin and Bullion into and from India during the year ending 31st December 1907.

IMPORTS.

FROM	GOLD.			SILVER.		
	Private.	Government.	Total.	Private.	Government.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom ..	9,44,06,138	....	9,44,06,138	7,82,01,281	9,48,13,797	17,30,15,078
Austria Hungary ..	53,900	....	53,900	3,540	....	3,540
France	4,72,699	....	4,72,699	1,478	....	1,478
Turkey in Europe ...	1 580	....	1,580	....	....	....
Egypt	2,57,89,793	....	2,57,89,793	17,926	....	17,926
Aden	15,19,384	3,43,590	18,62,974	2,38,537	43,801	2,82,338
Arabia	44,43,174	....	44,43,174	27,96,588	3,60,000	31,56,588
Turkey in Asia ..	26,38,975	....	26,38,975	14,37,822	....	14,37,822
Persia	3,162	....	3,162	11,37,767	7,24,213	18,61,980
Africa, East	33,421	....	33,421	3,21,155	....	3,21,155
Mauritius	....	....	....	18,72,000	....	18,72,000
Mekran & Somnianl.	....	....	....	3,560	....	3,560
Natal	19,22,287	....	19,22,287	2,136	....	2,136
Ceylon	11,30,685	....	11,30,685	19,15,323	....	19,15,323
Straits Settlements.	15,34,390	....	15,34,390	33,17.705	16,68,458	49,86,163
China	1,08,06,475	....	1,08,06,475	62,86,791	3,48,92,466	4,11,79,257
Japan	75	....	75	2,109	....	2,109
Australia	5,63,44,896	....	5,63,44,896	88,32,379	....	88,32,379
Bahrein Islands ..	1,080	....	1,080	12,34,509	....	12,34,509
Other Countries ...	615	....	615	....	....	....
Total ..	20,11,02,729	3,43,590	20,14,46,319	10,76,22,606	13,25,02,735	24,01,25,341

EXPORTS.

	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total Exports to all Foreign Countries.	3,25,93,731	....	3,25,93,731	1,80,78,586	18,520	1,80,97,106
Balance retained by India	..	..	16,88,52,588	..	..	22,20,28,235

Total Imports of Treasure (Private) from Foreign Countries and Indian Ports to Bombay during the year 1907.

(From 1st January to 31st December 1907.)

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	6,69,10,281	44,43,270	.....	6,75,09,710	.....	23,148	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	30	5,32,771	.....	3,539	1,184	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	81,89,314	1,50,69,645	.....	17,00,611	.....	.....	.....
JAPAN	.....	.....	75	.....	.....	2,109	.....
CHINA—							
Hongkong and Shanghai ...	.....	20,43,553	.....	41,82,000	.....	81,197	.....
EGYPT—							
Alexandria, Suez and Port Said..	.....	2,57,25,875	40,666	.....	.....	10,801	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	6,000	.....
OTHER FOREIGN PORTS	38,222	61,80,759	27,86,465	10,004	26,897	65,90,565	9,66,615
ALL INDIAN PORTS	.....	8,571	.....	12,577	.....	74,552	.....
Total Imports from 1st January to 31st December 1907	7,51,38,817	5,34,71,705	33,49,977	7,34,05,902	30,436	67,89,556	9,66,615
Imported same time last year ...	7,20,04,672	2,44,56,683	18,64,065	6,07,87,411	7,29,531	27,78,847	46,06,116

Total Exports of Treasure (Private) to Foreign Countries and Indian Ports from Bombay during the year 1907.
(*From 1st January to 31st December 1907.*)

TO	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	3,19,63,766	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York..	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
JAPAN	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai... ...	.....	.....	.....	2,83,711	20,61,727	.....	.....
EGYPT—							
Alexandria, Suez & Port Said ...	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	2,135	.....	.....	.....
OTHER FOREIGN PORTS	1,102	60,000	4,76,979	10,039	26,509	62,76,415	1,68,797
ALL INDIAN PORTS...	3,54,800	1,950	.....	26,938	.....	5,41,650	3,600
Total Exports from 1st January to 31st December 1907... ...	3,23,19,668	61,950	4,76,979	3,22,823	20,88,236	68,18,065	1,72,397
Exported same time last year ...	3,32,05,612	1,90,82,162	4,02,211	3,13,490	93,535	1,53,36 000	150

RECEIPTS at, and Exports from, Bombay Port, also Mill Consumption in the Island of Bombay. In thousands of Bales (000's omitted.) [*Years ending 30th June.*

Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1864 ...	...	867	3	870	American War. In '63 & '64 Bombay imported cotton from China.		1885 ...	1,139	791	70	861	392	1,253
1865 ...	...	1,065	1	1,066			1886 ...	1,480	1,009	61	1,070	391	1,461
1866 ...	...	1,187	14	1,201	42	1,243	1887 ...	1,703	1,147	40	1,187	454	1,641
1867 ...	..	1,277	5	1,282	46	1,328	1888 ...	1,472	893	58	951	500	1,451
1868 ...	...	1,030	48	1,078	47	1,125	1889 ...	1,851	1,286	46	1,332	565	1,897
1869 ...	...	1,225	56	1,281	48	1,329	1890 ...	2,235	1,488	71	1,559	636	2,195
1870 ...	...	1,115	50	1,165	49	1,214	1891 ...	2,020	1,070	107	1,177	762	1,939
1871 ...	...	967	39	1,006	50	1,056	1892 ...	1,770	905	202	1,107	728	1,835
1872 ...	1,085	1,002	48	1,050	52	1,102	1893 ...	1,738	816	169	985	724	1,709
1873 ...	1,151	1,079	34	1,113	53	1,166	1894 ...	1,769	908	159	1,067	731	1,798
1874 ...	978	917	34	951	67	1,018	1895 ...	1,540	525	143	668	815	1,483
1875 ...	1,311	1,192	25	1,217	83	1,300	1896 ...	2,151	800	346	1,146	849	1,995
1876 ...	1,345	1,285	20	1,305	135	1,440	1897 ...	1,612	603	405	1,008	703	1,711
1877 ...	1,073	980	35	1,015	147	1,162	1898 ...	1,730	421	409	833	817	1,650
1878 ...	1,141	920	38	958	161	1,119	1899 ...	2,033	578	520	1,098	951	2,049
1879 ...	961	800	46	846	204	1,050	1900 ...	988	117	444	561	745	1,306
1880 ...	832	652	64	716	181	897	1901 ...	1,896	620	340	960	696	1,656
1881 ...	1,171	874	34	908	220	1,128	1902 ...	2,142	525	732	1,257	987	2,244
1882 ...	1,832	1,521	87	1,608	277	1,885	1903 ...	2,454	921	349	1,270	986	2,256
1883 ...	1,770	1,335	95	1,430	313	1,743	1904 ...	2,151	1,036	423	1,459	973	2,432
1884 ...	1,759	1,295	100	1,395	348	1,743	1905 ...	2,609	384	664	1,048	1,072	2,120
							1906 ...	2,663	1,017	477	1,494	1,141	2,635
							1907 ...	2,949	1,169	747	1,916	1,115	3,031

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1861 ...	1587	1860-61 ...	23,49,37,160	10,67,70,770	34,17,07,930
1862 ...	2333	1861-62 ...	22,32,04,320	14,95,19,850	37,27,24,170
1863 ...	2507	1862-63 ...	22,63,23,840	20,50,89,670	43,14,13,510
1864 ...	2958	1863-64 ...	27,14,55,900	22,96,25,810	50,10,81,710
1865 ...	3363	1864-65 ...	28,15,09,230	21,36,33,520	49,51,42,750
1866 ...	3563	1865-66 ...	29,59,92,280	26,55,73,010	56,15,65,290
1867 ...	3929	1866-67 ...	29,03,87,150	13,23,69,050	42,27,56,200
1868 ...	4008	1867-68 ...	35,70,57,880	11,77,53,740	47,48,11,570
1869 ...	4255	1868-69 ...	35,99,01,420	15,15,59,540	51,14,60,960
1870 ...	4771	1869-70 ...	32,92,75,200	13,95,48,072	46,88,23,272
1871 ...	5074	1870-71 ...	33,41,39,060	5,44,48,231	38,85,87,291
1872 ...	5369	1871-72 ...	31,08,37,470	11,57,38,129	42,65,75,599
1873 ...	5697	1872-73 ...	31,26,05,610	4,55,65,850	35,81,71,460
1874 ...	6226	1873-74 ...	32,59,58,730	5,79,25,336	38,38,84,066
1875 ...	6543	1874-75 ...	36,22,21,130	8,14,10,466	44,36,31,596
1876 ...	6862	1875-76 ...	38,88,73,403	5,30,07,224	44,18,80,627
1877 ...	7822	1876-77 ...	37,44,06,308	11,43,61,197	48,87,67,505
1878 ...	8223	1877-78 ...	41,46,41,851	17,35,54,596	58,81,96,447
1879 ...	8496	1878-79 ...	37,80,09,835	7,05,67,486	44,85,77,321
1880 ...	9166	1879-80 ...	41,17,25,671	11,65,48,948	52,82,74,619
1881 ...	9894	1880-81 ...	55,08,68,074	8,99,72,139	62,08,40,213
1882 ...	10153	1881-82 ...	49,11,28,724	11,32,27,804	60,43,56,528
1883 ...	10462	1882-83 ...	52,09,86,720	13,45,33,642	65,55,20,362
1884 ...	11655	1883-84 ...	55,29,89,907	12,87,79,633	68,17,69,540
1885 ...	12287	1884-85 ...	55,70,16,804	13,88,81,918	69,58,98,722
1886 ...	12896	1885-86 ...	55,65,19,552	15,46,70,808	71,11,90,360
1887 ...	14109	1886-87 ...	61,31,19,608	11,04,83,224	72,36,02,832
1888 ...	14582	1887-88 ...	65,00,45,881	13,81,25,456	78,81,71,337
1889 ...	15896	1888-89 ...	69,43,77,531	13,84,49,249	83,28,26,780
1890 ...	16407	1889-90 ...	69,19,96,762	17,45,45,037	86,65,88,799
1891 ...	17314	1890-91 ...	71,97,57,754	21,93,44,876	93,91,02,630
1892 ...	17894	1891-92 ...	69,42,75,659	14,72,26,621	84,15,02,280
1893 ...	18510	1892-93 ...	66,27,86,222	17,00,98,101	83,28,84,323
1894 ...	18906	1893-94 ...	77,02,60,944	18,46,12,564	95,48,73,508
1895 ...	19555	1894-95 ...	73,51,65,042	9,58,12,084	83,09,77,126
1896 ...	20262	1895-96 ...	72,98,61,344	13,36,79,854	86,30,41,198
1897 ...	21123	1896-97 ...	76,21,58,352	13,08,45,635	89,30,03,987
1898 ...	22048	1897-98 ...	73,63,43,159	20,53,06,170	94,16,49,329
1899 ...	23528	1898-99 ...	72,11,07,161	17,89,56,127	90,00,63,288
1900 ...	24760	1899-1900...	75,30,44,785	20,97,86,851	96,27,81,636
1901 ...	25373	1900-1901...	80,39,40,873	24,57,61,818	1,05,47,02,691
1902 ...	25931	1901-1902...	88,74,24,199	20,87,13,352	1,09,61,37,551
1903 ...	26956	1902-1903...	85,86,60,829	25,31,83,178	1,11,18,44,007
1904 ...	27565	1903-1904...	92,59,32,723	38,52,61,072	1,31,11,93,795
1905 ...	28295	1904-1905...	1,04,41,27,454	39,50,81,750	1,43,92,09,204
1906 ...	29097	1905-1906...	1,12,07,09,822	31,65,14,438	1,43,72,24,260
1907 ...	†	1906-1907...	1,17,24,15,294	44,57,98,114	1,61,82,13,408

† Figures not received up to time of publication of this Report.

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1861 ...	1587	1860-61 ...	32,97,06,050	1,11,95,490	34,09,01,540
1862 ...	2333	1861-62 ...	36,31,70,420	68,33,550	37,00,03,970
1863 ...	2507	1862-63* ...	47,85,96,450	1,11,11,400	48,97,07,850
1864 ...	2958	1863-64* ...	65,62,54,490	1,27,04,350	66,89,58,840
1865 ...	3363	1864-65* ...	68,02,70,160	1,44,45,900	69,47,16,060
1866 ...	3563	1865-66* ...	65,49,11,230	2,16,41,520	67,65,52,750
1867 ...	3929	1866-67 ...	41,85,99,941	2,43,15,030	44,29,14,971
1868 ...	4008	1867-68 ...	50,87,40,563	1,57,19,460	52,44,60,023
1869 ...	4255	1868-69 ...	53,06,21,647	1,39,55,800	54,45,77,447
1870 ...	4771	1869-70 ...	52,47,13,756	1,04,23,528	53,51,37,284
1871 ...	5074	1870-71 ...	55,33,18,252	2,22,07,646	57,55,25,898
1872 ...	5369	1871-72 ...	63,18,58,474	1,47,60,935	64,66,19,409
1873 ...	5697	1872-73 ...	55,23,62,953	1,29,80,790	56,53,43,743
1874 ...	6226	1873-74 ...	54,96,07,865	1,91,40,711	56,87,48,576
1875 ...	6543	1874-75 ...	56,35,92,404	1,62,53,091	57,98,45,495
1876 ...	6862	1875-76 ...	58,09,14,946	2,20,02,363	60,29,17,309
1877 ...	7323	1876-77 ...	61,01,38,912	4,02,98,978	65,04,37,890
1878 ...	8223	1877-78 ...	65,22,23,282	2,21,09,956	67,43,33,238
1879 ...	8498	1878-79 ...	60,93,68,769	3,98,22,283	64,91,91,052
1880 ...	9166	1879-80 ...	67,21,07,406	2,03,51,479	69,24,58,885
1881 ...	9894	1880-81 ...	74,54,09,072	1,44,04,408	75,98,13,480
1882 ...	10153	1881-82 ...	81,96,64,102	1,09,97,468	83,06,61,570
1883 ...	10462	1882-83 ...	83,48,49,372	1,04,18,488	84,52,67,860
1884 ...	11635	1883-84 ...	88,07,64,315	1,00,84,937	89,08,49,252
1885 ...	12287	1884-85 ...	83,17,01,507	1,96,89,796	85,13,91,303
1886 ...	12896	1885-86 ...	83,86,11,693	1,10,82,310	84,96,94,003
1887 ...	14109	1886-87 ...	88,48,10,354	1,72,04,261	90,20,14,615
1888 ...	14582	1887-88 ...	90,54,36,458	1,60,46,242	92,14,82,700
1889 ...	15893	1888-89 ...	97,06,02,386	1,78,43,819	98,84,46,205
1890 ...	16497	1889-90 ...	1,03,44,87,052	1,90,63,218	1,05,35,50,270
1891 ...	17314	1890-91 ...	1,00,21,50,575	2,12,31,785	1,02,33,82,360
1892 ...	17894	1891-92 ...	1,08,17,79,873	3,28,66,858	1,11,46,46,731
1893 ...	18510	1892-93 ...	1,06,57,46,715	6,95,89,237	1,13,53,35,952
1894 ...	18906	1893-94 ...	1,06 51,48,540	4,10,01,921	1,10,61,50,461
1895 ...	19555	1894-95 ...	1,08,92,91,101	8,22,60,717	1,17,15,51,818
1896 ...	20262	1895-96 ...	1,14,34,59,341	4,25,98,105	1,18,60,57,446
1897 ...	21123	1896-97 ...	1,08,98,36,184	4,93,74,955	1,08,92,11,139
1898 ...	22048	1897-98 ...	97,63,51,802	7,14,86,470	1,04,76,38,272
1899 ...	23528	1898-99 ...	1,12,80,11,811	7,41,14,207	1,20,21,26,018
1900 ...	24760	1899-1900...	1,09,11,36,448	7,95,63,876	1,17,07,00,324
1901 ...	25373	1900-1901...	1,07,76,44,143	14,22,73,646	1,21,99,17,789
1902 ...	25931	1901-1902...	1,24,52,48,571	11,47,08,603	1,35,99,57,174
1903 ...	26956	1902-1903...	1,29,40,79,337	9,65,76,370	1,39,06,55,707
1904 ...	27565	1903-1904...	1,53,51,71,599	15,04,38,811	1,68,56,10,410
1905 ...	28395	1904-1905..	1,57,70,83,029	16,42,88,167	1,74,13,71,196
1906 ...	29097	1905-1906..	1,61,85,53,960	15,47,00,054	1,77,32,54,014
1907 ...	† ...	1906-1907..	1,76,66,94,270	5,71,82,526	1,82,38,76,796

* Exports abnormally high owing to the American Civil War.

† Figures not received up to time of publication of this Report.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1901-1902 *to* 1906-1907.

	1901-1902.	1902-1903.	1903-1904.	1904-05.	1905-1906.	1906-1907.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
IMPORTS—						
Merchandise, Private.						
Bengal, Eastern Bengal & Assam	32,82,04,478	32,82,39,948	38,64,54,439	38,61,59,986	41,87,23,429	42,38,46,365
Bombay	28,31,46,872	27,61,19,082	29,92,48,919	33,00,37,312	36,52,63,734	38,06,18,214
Sindh	6,43,96,140	5,18,79,310	5,47,56,020	7,70,34,793	8,69,55,229	9,41,77,137
Madras	7,68,27,436	7,20,36,892	7,51,47,845	8,45,36,016	7,77,49,323	9,06,59,960
British Burmah	6,21,30,450	5,94,45,899	8,26,25,707	8,90,76,809	8,17,55,358	9,37,67,468
Total ...	81,47,05,376	78,77,21,131	84,82,32,930	96,68,64,916	1,03,04,47,143	1,08,30,69,144
Ditto Government Stores	7,27,18,823	7,09,39,698	7,76,89,793	7,72,74,938	9,02,62,679	8,93,46,150
Total Merchandise ...	88,74,24,199	85,86,60,829	92,59,22,723	1,04,41,39,854	1,12,07,09,822	1,17,24,15,294
Treasure, Private.						
Bengal, Eastern Bengal & Assam	5,11,69,963	5,72,93,829	9,47,69,291	10,44,43,477	6,05,52,741	8,55,37,483
Bombay	13,31,38,545	16,89,81,679	20,50,09,095	21,56,23,877	14,03,62,202	17,08,24,032
Sindh	9,64,932	31,41,390	43,80,854	43,41,149	16,42,037	57,44,464
Madras	1,01,71,397	2,01,31,719	1,31,80,117	35,64,892	38,09,693	80,85,382
British Burmah	10,38,959	30,08,657	20,93,264	23,01,903	8,50,522	18,18,497
Total ...	19,64,83,796	25,25,57,274	31,94,32,621	33,02,75,298	20,93,17,195	27,20,09,858
Ditto Government	1,22,29,556	6,25,904	6,58,28,451	6,48,76,452	10,72,97,243	17,37,88,256
Total Treasure ...	20,87,13,352	25,31,83,178	38,52,61,072	39,50,81,750	31,65,14,438	44,57,98,114
Grand Total of Imports ...	1,09,61,37,551	1,11,18,44,007	1,31,11,83,795	1,43,92,21,604	1,43,72,24,260	1,61,82,13,408
EXPORTS—						
Merchandise, Private.						
(Foreign Goods)						
Bengal, Eastern Bengal & Assam	18,10,928	18,06,758	21,08,288	25,96,347	20,01,707	22,86,283
Bombay	2,53,32,170	2,27,10,074	2,65,16,638	2,57,84,864	.....	2,57,09,016

Sindh	43,14,933	36,65,689	32,92,611	38,02,822	38,20,979	47,54,747
Madras	8,06,583	8,92,709	8,57,861	11,94,360	13,94,980	15,43,751
British Burmah	3,44,634	2,84,874	4,79,689	3,47,702	3,91,396	6,16,541
Total ...	3,26,03,248	2,93,60,104	3,32,55,087	3,37,26,095	3,52,69,273	3,49,10,338
(Indian Produce and Manufactures.)						
Bengal, Eastern Bengal and Assam ...	55,05,91,969	53,67,52,134	59,75,01,312	64,08,51,282	70,43,50,564	81,57,99,549
Bombay	35,29,25,836	36,08,97,217	46,11,99,893	41,54,45,707	45,73,65,564	42,76,41,472
Sindh	8,43,47,979	7,63,57,251	12,93,56,612	17,59,63,613	11,09,32,452	15,31,76,102
Madras	11,77,05,938	13,01,63,242	15,00,73,900	14,66,24,127	15,45,56,659	17,26,16,896
British Burmah	10,27,64,984	15,47,37,035	15,82,09,018	16,24,01,927	15,49,44,490	16,14,70,808
Total ...	1,20,83,36,706	1,25,89,06,879	1,49,63,40,735	1,54,12,86,656	1,58,21,49,730	1,73,07,04,827
Total Fgn. and Indian Merchandise exported.						
Bengal, Eastern Bengal and Assam ...	55,24,02,897	53,85,58,892	59,96,09,600	64,34,47,629	70,63,52,271	82,80,85,632
Bombay	37,82,58,006	38,36,07,291	48,77,16,531	44,12,30,571	48,50,25,775	45,33,50,488
Sindh	8,86,62,912	8,00,22,940	13,26,49,223	17,97,66,435	11,47,53,432	15,79,30,849
Madras	11,85,06,521	13,10,55,951	15,09,31,761	14,78,18,487	15,59,51,639	17,41,60,647
British Burmah	10,31,09,618	15,50,21,909	15,86,88,707	16,27,49,629	15,53,35,886	15,20,87,349
Total ...	1,24,09,39,954	1,28,82,66,983	1,52,95,95,822	1,57,50,12,751	1,61,74,19,003	1,76,56,15,165
Ditto Government Stores	43,08,617	58,12,354	55,75,777	20,76,616	11,34,957	10,79,105
Total Merchandise ...	1,24,52,48,571	1,29,40,79,337	1,53,51,71,599	1,57,70,89,367	1,61,85,53,960	1,76,66,94,270
Treasure, Private.						
Bengal, Eastern Bengal and Assam... ...	54,65,355	83,61,980	40,01,690	17,70,682	30,32,162	64,63,683
Bombay	7,73,85,533	7,80,54,717	7,37,77,134	7,38,49,580	5,83,96,010	4,80,90,470
Sindh	2,66,287	4,19,639	18,17,392	10,92,734	9,81,022	8,10,406
Madras	15,01,000	10,74,000	12,81,425	30,00,360	16,60,625	14,29,687
British Burmah	7,500	1,89,772	6,16,099	52,300	4,27,750	3,35,830
Total ...	8,46,25,665	8,81,00,108	8,14,93,730	7,97,65,656	6,44,97,569	5,71,30,076
Ditto Government	3,00,82,938	84,76,262	6,89,45,081	8,45,22,511	9,02,02,485	52,450
Total Treasure ...	11,47,08,603	9,65,76,370	15,04,38,811	16,42,88,167	15,47,00,054	5,71,82,526
Grand Total of Exports ...	1,35,99,57,174	1,39,06,55,707	1,68,56,10,410	1,74,13,77,534	1,77,32,54,014	1,82,38,76,796

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1904-1905 *to* 1906-1907.

Articles.		Quantities.			Value.		
		1904-1905.	1905-1906.	1906-1907.	1904-1905.	1905-1906.	1906-1907.
Animals—Living	No.	8,087	4,764	4,795	Rs. 27,77,764	Rs. 20,39,430	Rs. 21,13,874
Apparel, &c. (excluding Boots and Shoes)	value.	.....	.....	.....	68,14,748	72,60,255	76,11,887
Arms, Ammunition, &c. (excluding Dynamite and other Explosives)	"	.....	.....	.....	3,89,222	3,64,925	3,94,712
Articles imported by Post	"	.....	.....	.....	51,00,976	57,92,631	59,64,263
Building and Engineering Materials	"	.....	.....	.....	10,00,614	13,56,748	16,80,619
Cabinetware and Furniture	"	.....	.....	.....	4,94,253	6,82,707	6,21,238
Candles	lbs.	771,855	787,347	533,332	2,37,368	2,40,501	1,68,997
Clocks and Watches	No.	282,226	319,215	209,194	9,52,399	9,89,988	8,24,283
Coal, Coke, and Patent Fuel	tons.	191,255	148,311	220,586	33,45,115	26,56,189	42,12,759
Cotton—Raw	cwts.	188,744	158,839	113,792	62,71,278	53,18,997	45,00,236
Do. Twist and Yarn	lbs.	6,460,280	12,415,948	10,182,099	51,74,267	90,39,195	92,05,181
Do. Piece-Goods	yards.	574,252,724	639,083,283	613,858,898	8,95,36,417	10,08,35,451	10,02,05,919
Do. Shawls and Handkerchiefs	No.	10,050,390	14,151,218	22,346,605			
Do. Hosiery, Thread, Net, Canvas, &c.	value.	.....	.....	.....	47,88,978	54,49,176	62,37,370
Chemical Products and Preparations	"	.....	.....	.....	17,12,944	22,89,969	22,39,367
Dynamite and other Explosives	cwts.	586	1,076	1,290	29,872	74,288	89,403
Drugs, Medicines & Narcotics (excluding Tobacco)	value.	.....	.....	.....	30,28,298	29,74,375	37,44,610
Dyeing and Colouring Materials—Aniline and Alizarine Dyes	lbs.	8,270,527	9,104,176	8,881,374	56,46,086	60,08,220	55,83,046
" " Other Sorts	cwts.	6,989	11,993	10,818	12,13,689	11,95,523	12,56,620
Earthenware and Porcelain	value.	.....	.....	.....	10,39,716	11,17,702	12,27,104
Fireworks	"	.....	.....	.....	4,89,952	5,80,623	5,24,720
Glass and Glassware	"	.....	.....	.....	52,56,121	55,76,003	56,04,107
Gums and Resins (excluding Cutch and Gambier)	cwts.	85,032	98,304	77,704	12,36,720	13,67,195	11,71,433
Hardware and Cutlery	value.	.....	.....	.....	81,95,683	83,05,481	1,01,25,925
Hides and Skins	cwts.	19,051	23,474	18,731	12,48,690	14,24,273	14,69,484
Instruments and Apparatus	value.	.....	.....	.....	26,39,002	33,24,337	42,00,081
Ivory, Unmanufactured	lbs.	278,015	241,686	206,983	15,72,999	14,48,237	12,58,980
Do. Manufactured	value.	.....	.....	.....	2,80,040	2,36,612	2,22,056
Jewellery, Precious Stones, Pearls, &c.	"	.....	.....	.....	57,19,008	84,13,845	93,94,359
Leather, Unwrought, Saddlery, &c.	"	.....	.....	.....	12,65,631	18,19,029	18,75,565
Do. (Boots and Shoes)	pairs.	563,915	620,695	538,146	10,99,975	11,34,981	11,62,141
Liquors—Ale, Beer, and Porter	gallons.	1,680,149	1,986,237	1,776,735	18,09,541	20,30,091	17,72,685

Liquors—Spirits	,,	431,329	435,223	426,351	31,50,294	32,44,874	31,28,217
Do. Wines and Liqours	,,	111,362	107,148	105,201	9,28,200	9,94,785	9,09,833
Do. Other sorts	,,	1,454	1,929	2,517	3,887	5,369	6,614
Machinery and Millwork	value.	.....	.....	.....	1,21,14,750	1,75,62,546	2,57,88,518
Matches, Lucifer and other	,,	.....	.....	.....	14,53,468	17,29,927	18,40,835
Metals—Brass	cwts.	3,629	4,784	5,467	2,17,574	2,86,048	3,40,346
Do. Copper	,,	89,386	62,953	42,113	48,79,402	39,05,158	32,46,993
Do. Mixed or Yellow Metal	,,	146,416	119,093	82,923	65,75,168	54,83,844	47,88,438
Do. Iron	,,	904,173	868,976	1,079,733	66,48,856	67,76,285	92,54,465
Do. Lead	,,	13,899	18,168	10,772	1,73,796	2,37,640	1,70,385
Do. Quicksilver	lbs.	112,976	134,064	130,531	1,89,426	2,08,828	2,00,632
Do. Steel	cwts.	1,406,856	2,035,192	1,754,376	75,79,460	1,13,67,232	1,04,97,649
Do. Tin	,,	7,233	5,809	7,955	7,36,251	6,66,150	11,72,968
Do. Zinc or Spelter	,,	32,791	28,062	34,279	5,84,211	5,54,349	7,66,148
Do. Other sorts	,,	12,493	11,455	11,269	10,00,623	9,17,843	10,17,484
Oil Mineral—Kerosine	gallons.	22,481,116	18,788,570	17,548,821			
Do do. other sorts	,,	1,849,944	2,072,150	1,942,010	96,04,567	79,61,724	77,84,837
Do. do. Paraffin wax	cwts.	175	645	1,478			
Do. All other Sorts	gallons.	289,134	282,257	348,645			
Paints and Colours (excluding Painters' Materials).	cwts.	85,141	84,884	106,986	12,73,960	13,94,548	15,81,207
Paper and Pasteboard	value.	.....	.....	.....	31,65,055	34,46,047	37,02,910
Perfumery, other than Musk	,,	.....	.....	.....	1,59,152	1,65,606	1,71,383
Provisions	,,	.....	.....	.....	81,78,508	89,68,969	94,86,959
Railway Plant and Rolling Stock	,,	.....	.....	.....	27,70,429	41,84,432	*90,71,259
Silk—Raw	lbs.	1,580,281	1,405,656	1,218,318	58,56,879	57,91,612	46,88,576
Do. Piece-Goods (including silk mixed with other materials)	yards.	14,363,208	12,542,098	11,883,635	1,09,27,495	98,92,588	96,67,887
Spices	lbs.	16,065,372	16,495,288	18,993,022	30,20,544	31,60,404	35,32,539
Sugar, refined or crystalised (including Sugar Candy).	cwts.	2,667,617	3,060,289	3,431,261	2,90,25,457	2,98,73,416	2,93,98,255
Tea	lbs.	2,822,368	2,935,740	1,930,335	15,25,678	14,75,488	13,26,322
Tobacco, Cigars, &c.	,,	668,439	756,768	79,2840	9,04,500	10,08,536	11,18,070
Umbrellas	No.	508,145	591,552	437,147	5,53,976	6,85,124	5,31,547
Wool—Raw	lbs.	1,279,414	1,934,182	1,502,636	3,91,615	5,86,142	5,07,113
WOOD—							
Teak Timber	c. tons.	38,904	53,253	48,027	35,41,186	48,05,253	44,35,133
Other do.	do.	9,834	12,374	15,560	5,89,131	7,07,849	8,76,790
Woollen Piece-Goods	yards.	11,719,801	10,914,861	7,352 326	96,05,160	98,97,365	69,15,130
All other Articles	value.	.....	.....	.....	2,21,81,231	2,64,98,424	2,61,38,584
Total Value		.....	.....	.....	32,98,77,235	36,50,88,632	38,05,46,280
Treasure—Gold (Private)	Ozs.	2,041,111	1,464,527	1,648,796	12,47,04,214	9,08,71,905	10,30,82,958
Do. Silver (Do.)	,,	51,027,017	25,854,521	31,975,647	9,09,19,663	4,94,91,197	6,77,41,074
Total Treasure		53,068,128	27,319,048	33,624,443	21,56,23,877	14,03,62,202	17,08,24,032
Grand Total	Rs.	.....	.....	.....	54,55,01,112	50,54,50,834	55,13,70,312

* This includes articles imported for State Railways (from August 1906 to March 1907).

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1904-1905 *to* 1906-1907.

Articles.	Quantities.			Value.		
	1904-1905.	1905-1906.	1906-1907.	1904-1905.	1905-1906.	1906-1907.
Indian Produce and Manufactures.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	1,273	10,074	6,347	40,318	3,79,459	2,59,568
Coir, unmanufactured and manufactured (excluding Ropes) ... ... „	8,733	8,166	6,040	80,673	87,295	56,824
Cotton—Raw ... ... „	3,862,733	5,289,691	5,241,443	12,03,14,884	15,55,90,547	15,54,69,074
Do. Twist and Yarn ... ... lbs.	233,072,314	277,817,766	233,819,001	9,24,55,901	11,64,55,634	9,99,06,586
Do. Piece-goods ... ... yards.	57,998,651	63,523,024	52,812,924	84,00,932	98,65,751	86,57,951
Do. Shawls and Handkerchiefs ... ... No.	102,637	125,643	142,248			
Do. Hosiery, Thread, Net, Canvas, &c. ... value.	.....	.....	.....	3,21,771	4,37,741	3,81,008
Dyeing and Colouring Materials (including Cutch, Gambier and Lac)—						
Indigo ... ... cwts.	3,291	1,899	2,368	6,60,887	3,56,631	4,58,657
Myrabollams ... ... „	811,118	699,231	745,538	30,32,478	25,86,520	29,20,163
Other Sorts ... ... „	18,626	21,925	33,704	1,46,152	2,14,552	4,10,735
Grain and Pulse—						
Rice not in the Husk ... ... „	758,625	581,440	533,439	41,84,643	33,18,980	36,12,484
Wheat ... ... „	5,965,488	3,455,263	459,537	2,55,29,086	1,65,02,337	23,52,384
Wheat Flour ... ... lbs.	95,317,634	86,683,864	74,073,198	58,16,107	55,38,386	48,60,099
Other sorts ... ... cwts.	2,980,758	1,969,759	815,803	1,14,34,697	83,38,525	38,26,445
Gums and Resins ... ... „	28,941	34,202	36,188	4,39,198	5,69,139	6,83,747
Hides and Skins—						
Hides ... ... No.	106,666	242,562	349,185	7,89,363	20,35,113	21,94,390
Skins ... ... „	3,635,807	5,284,785	5,093,772	56,34,715	76,33,716	82,08,997
Manures—Animal Bones ... ... Tons.	18,633	29,750	31,414	11,22 316	18,77,703	20,05,645
Metal—Manganese Ore .. .. „	122,015	236,058	350,543.	18,72,435	35,55,554	56,26,732
Oils ... ...gallons.	577,527	347,833	211,347	12,00,513	10,49,862	6,37,470
Do. Paraffin Wax ... ... cwts.	.....	995	.....			
Opium ... ... chests.	19,005	14,103	12,683.	3,04,02,377	2,44,83,280	1,90,47,814
Provisions ... ... value.	.....	.....	.....	17,98,574	22,37,666	15,50,668
Seeds—						
Linseed ... ... cwts.	4,204,704	3,029,767	1,889,627	2,44,38,447	2,17,37,050	1,39,24,658
Rape ... ... „	2,223,205	492,821	885,330	1,19,44,028	32,92,151	70,29,325
Gingelly ... ... „	1,254,381	1,294,448	2,366,144	1,26,78,462	1,13,58,827	2,20,88,446

Poppy	"	814,199	435,470	526,264	45,71,473	33,67,691	43,93,535
Castor	"	1,096,874	1,070,959	1,169,747	5,329,641	65,76,349	89,89,864
Groundnuts	"	42,408	149,559	130,356	271,732	10,74,306	10,33,910
Cotton	"	2,389,331	3,687,460	38,11,217	58,46,561	37,05,720	1,13,80,714
Other sorts	"	805,906	616,938	3,13,224	43,99,596	40,72,431	26,54,404
Spices	lbs.	6,255,859	8,264,956	4,683,511	14,17,207	18,11,117	12,75,649
Sugar—Refined (including Sugar-candy and Confectionery)	cwts.	8,407	19,764	16,218	1,19,976	2,88,225	2,14,754
Do. Unrefined (Molasses, Goor, &c.)	" lbs.	9,996	25,073	11,220	88,141	2,54,212	1,11,041
Tea	"	3,212,208	1,719,063	1,685,099	15,72,724	835,938	8,14,714
Tobacco, Cigars, &c.	"	5,242,914	5,521,824	5,485,839	6,67,967	730,416	7,09,847
Wool—Raw	"	20,724,884	19,677,835	18,303,015	1,09,37,108	1,09,56,425	1,11,83,209
Woollen Shawls	No.	634	681	460	14,559	6,206	10,087
All other Articles	value.	.....	.....	.....	1,54,52,822	1,81,64,417	1,76,87,115
Total Value Rs.	...	.....	.....	.....	41,54,28,664	45,73,40,772	42,76,28,353
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,256,489	884,352	739,955	8,78,755	6,18,337	5,15,648
Do. Piece-goods	yards.	56,684,933	60,161,276	53,394,660	1,11,36,139	1,19,88,124	1,09,27,779
Do. Shawls and Handkerchiefs	No.	788,980	603,674	1,139,469			
Do. Hosiery, Thread, Net, Canvas, &c	value.	.....	.....	.....	3,80,708	2,86,979	3,18,799
Gums and Resins (excluding Cutch and Gambier)	cwts.	65,244	54,541	45,878	11,85,518	10,06,196	8,92,295
Ivory, unmanufactured	lbs.	118,093	86,525	71,616	5,58,834	3,92,215	3,36,802
Provisions	value.	.....	.....	.....	18,31,545	16,30,791	18,42,685
Silk—Raw	lbs.	52,757	67,776	104,163	1,39,813	1,28,463	3,75,105
Do. Piece-goods (including silk mixed with other materials)	yards.	857,554	880,145	897,803	5,80,658	5,98,733	6,11,141
Sugar—Refined (including Sugar-candy and Confectionery)	cwts.	40,023	120,976	108,740	4,28,505	15,19,425	9,68,649
Tea	lbs.	926,630	781,538	495,159	6,31,891	5,20,640	3,05,414
Wool—Raw	"	122,804	676,468	282,912	53,550	3,00,180	1,33,665
Do. Piece-goods	yards.	318,942	343,424	344,153	3,67,411	3,85,642	3,55,131
All other Articles	value	.....	.....	.....	76,16,537	82,84,461	81,27,859
Total Value Rs.	...	.....	.....	.....	2,57,84,864	2,76,60,186	2,57,08,972
Grant Total Rs.	...	.....	.....	.....	44,12,13,528	48,50,00,958	45,33,37,325
Treasure—Gold (Private)	Ozs ...	640,348	882,890	600,435	3,64,13,259	5,06,57,620	3,43,27,164
Do. Silver do.	" ...	21,542,972	3,015,081	5,188,089	3,85,56,821	77,38,390	1,37,63,306
Total Treasure	...	22,183,315	3,897,971	5,788,524	7,49,69,580	5,83,96,010	4,80,90,470
Grand Total Rs.	...	.....	.....	.....	51,61,83,108	54,33,96,968	50,14,27,795

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1905, 1906 and 1907.

Articles.	Quantities.			Value.		
	1905.	1906.	1907.	1905.	1906.	1907.
				Rs.	Rs.	Rs.
Animals—Living ... ... No.	25,392	16,539	11,793	55,44,135	44,86,140	44,23,650
Apparel (including Millinery, &c.) ... value.	.....	.....	.....	1 88,59,680	1,73,20,615	2,08,38,540
Arms, Ammunition, &c. ... ... „	.....	.....	.....	23,75,685	26,11,080	39,78,500
Books and Printed Matters ... ... cwts.	22,617	21,231	26,443	34,78,305	30,17,730	32,41,950
Building and Engineering Materials ... value.	.....	.....	.....	44 33,985	49,33,200	50,97,990
Coffee ... ... cwts	6,639	7,035	7,990	2,19,420	2,41,770	2,84,850
Coal, Coke and Patent Fuel ... ... tons.	197,784	226,365	301,588	34,48,440	43,01,190	57,74,280
Cotton—Raw ... ... cwts.	248,935	104 983	92,762	80,14,600	38,64,180	41,16,600
„ Twist and Yarn ... ... lbs.	42,879,196	41,312,358	35,267,232	3,21,84,165	3,36,80,175	3,36,95,250
„ Piece-Goods ... ... yards.	2,389,635,926	2,382,548,606	2,461,784,767	35,66,03,520	36,24,21,285	40,27,86,585
„ Shawls, Hosiery, Thread, &c. ... value.	.....	.....	.....	2,01,61,485	2,02,98,285	2,21,25,225
Corals, Real ... ... lbs.	189,026	117,198	77,795	4,82,670	3,83,180	2 19,195
Chemicals ... ... value.	.....	.....	.....	69,80,655	65,81,325	77,14,280
Clocks and Watches ... ... No.	621,713	468,781	501,140	19,94,355	17,83,545	19,70,805
Candles ... ... lbs.	2,886 937	2,556 361	2,590,430	8,16,480	7,61,385	8,35,320
Drugs, Medicines and Narcotics (including Tobacco) ... ... value.	... ..	.....	.....	1,33,79,685	1 38,85,455	1,71,69,420
Dyeing and Tanning materials (Alizarine and Aniline dyes) ... ... lbs	11,581,319	12,193,975	13,419,446	75 72,210	77 86,340	79,97,625
„ other sorts ... ... cwts	51,910	45,180	45,746	21,32,745	20,02,725	19,58,960
Earthenware and Porcelain ... ... value.	.....	.....	.....	31,90,140	38,21,025	40,66,710
Flax manufactured and unmanufactured. „	.....	.....	.....	21,53,415	19,86,735	24,16,725
Fruits and Vegetables ... ... „	.....	.....	.....	10,14,195	9,32,830	14,78,310
Gums and Resins ... ... cwts.	141,191	188,532	140,651	17,79,795	23,00,940	18,43 725
Glass and Glassware ... ... value	.....	.....	.....	1,12,94,415	1,17,75,128	1,40,59,860
Hides and Skins, dressed and undressed—						
Hides ... ... cwts.	11,956	5,803	7,648	5,22,555	2,99,070	4,22,310
Skins ... ... „	29,327	31,148	26,373	17,61,555	22,01,896	18,89,370
Ivory, unmanufactured ... ... lbs.	276,977	224,2 0	215,701	16,42,305	13,69,635	13,71,930

Instruments and Apparatus	value	.....	.....	.....	87,38,520	1,03,50,000	1,41,30,570
Jewellery, Precious Stones, Pearls, &c...	„	.....	.....	.....	1,47,99,750	1,21,90,425	94,64,475
Liquors—Ale, Beer and Porter ..	gallons	4,626,753	5,153,751	4,805,640	59,15,625	62,33,220	60,48,900
„ Spirits	„	1,597,043	1,596,111	1,607,573	1,05,43,650	98,86,440	1,05,31,350
„ Wines, Liqueurs, &c. ...	„	369,875	347,914	362,945	32,12,625	27,94,875	30,19,455
Leather, unmanufactured and manufactured (excluding Boots and Shoes)	value.	.....	.....	.....	28,50,045	32,65,500	34,49,130
„ Boots and Shoes	pairs	1,633,698	1,314,170	1,720,424	35,13,060	29,50,200	34,41,210
Metals (excluding Hardware & Cutlery).	tons.	506,837	555,038	619,014	8,55,75,660	9,65,24,070	12,14,51,400
„ Hardware and Cutlery	value.	.....	.....	.....	2,27,13,210	2,60,64,600	2,95,80,195
Machinery and Millwork	„	.....	.....	.....	4,44,82,260	5,61,32,685	6,32,70,150
Matches, Lucifer and other	„	.....	.....	.....	56,37,075	63,64,770	70,55,925
Oil, mineral—Kerosine	gallons	62,327,628	48,527,775	62,307,046	2,24,38,515	1,75,80,090	2,26,78,320
„ „ other kinds	„	9,465,932	9,891,226	13,066,026			
„ „ „ „	cwts	668	1,665	1,606	61,39,500	80,03,700	1,06,33,000
„ all other kinds	gallons	1,444,664	2,043,143	2,495,586			
Provisions	value.	.....	.....	.....	2,37,17,190	2,40,33,375	2,60,33,565
Paints and Colours	cwts.	223,422	269,302	288,110	36,94,290	41,94,630	45,36,930
Painters' Materials	value.	.....	.....	.....	11,42,910	12,64,110	14,31,735
Paper and Pasteboard	„	.....	.....	.....	69,95,655	77,59,290	94,34,865
Perfumery	„	.....	.....	.....	3,07,770	2,70,165	2,97,480
Railway Plant and Rolling Stock ...	„	.....	.....	.....	1,72,82,955	3,35,29,020	6,30,93,270
Salt	tons.	433,246	512,328	547,171	62,63,070	73,21,905	78,76,005
Silk, Raw	lbs.	1,641,228	1,502,356	1,715,538	70,25,655	62,16,945	78,00,690
„ Piece-Goods (including goods mixed with other materials)	yards.	22,014,203	20,580,291	21,918,327	1,55,86,890	1,54 30,125	1,66,65,210
Soap	cwts	187,266	193,656	194,719	31,01,940	33,32,040	36,84,600
Spices	lbs.	121,132,191	128,470,467	127,082,625	1,07,11,245	1,39,85,550	1,56,17,370
Stationery (excluding Paper). ...	value.	.....	.....	.....	36,51,705	40,78,415	42,83,070
Sugar and Sugarcandy, Refined ...	cwts	5,726,576	10,329,411	9,076,703	6,18,06,780	8,91,32,700	7,90,44,285
„ Unrefined and Confectionery ...	„	769,279	1,810,313	1,606,394	44,65,605	93,96,600	81,93,570
Tea	lbs.	4 288,650	3,092,651	3,409,786	20,11,695	17,12,990	21,04,050
Toys and Requisites for Games ...	value.	.....	.....	.....	28,74,720	29,39,790	33,11,280
Umbrellas	No.	2,095,592	1,953,193	1,881,322	27,52,920	39,65,730	18,63,150
Wood, Timber	cubic tons.	105,208	94,613	100,377	82,20,225	74,71,530	81,39,975
„ other Sorts, including wooden-ware.	value.	.....	.....	.....	8,85,765	6,71,955	9,06,150
Wool, Raw	lbs.	2,874,551	2,328,936	2,606,438	8,68,965	7,56,030	9,82,230
„ Piece-Goods	yards.	20,848,540	15,596,012	18,305,753	1,74,42,285	1,38,76,080	1,78,08,750
„ Shawls, Braids, &c.	value.	.....	.....	.....	75,75,030	61,37,505	84,16,050
All other Articles	„	.....	.....	.....	4,11,58,695	5,04,47,356	5,60,31,780
Total Value Rs....		.....	.....	.....	99,81,43,950	1,08,17,53,185	1,22,41,28,055

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and Value of the Principal Articles exported in the years ending 31st December 1905, 1906 and 1907.

ARTICLES.	Quantities.			Value.		
	1905.	1906.	1907.	1905.	1906.	1907.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	367,310	326,649	159,519	1,82,52,255	1,52,97,645	69,33,165
Cotton—Raw ... ... „	6,907,890	6,900,433	9,401,964	18,49,48,815	21,05,95,275	28,01,69,115
„ Twist and Yarn ... ... lbs.	299,623,272	261,984,702	221,577,157	12,29,94,900	11,30,84,865	9,22,81,410
„ Piece Goods ... ... yards.	95,769,937	78,618,686	76,224,964	1,88,44,860	1,68,65,190	1,66,47,690
„ Shawls, Hosiery, &c. ... ... value	.....	.....	.....	17,90,010	12,86,610	13,96,770
Coir, Unmanufactured ... ... cwts.	15,067	9,979	11,339	1,24,350	94,545	1,13,700
„ Manufactured (excluding Cordage) „	525,990	540,572	540,720	52,42,845	54,18,000	55,75,935
Dyeing and Colouring Materials—						
Indigo ... ... „	39,925	29,217	38,207	68,22,615	58,11,330	74,82,570
Myrabollams ... ... „	1,292,053	1,202,188	1,188,864	47,17,590	43,77,945	48,45,675
Cutch and Gambier ... ... „	48,149	71,552	104,758	7,27,665	11,75,430	17,03,640
Other Sorts ... ... „	69,372	97,002	105,285	5,24,280	8,85,915	11,71,650
Grain and Pulse—						
Rice in the Husk ... ... „	662,873	787,533	690,590	17,61,80	23,08,530	21,82,440
„ not in the Husk ... ... „	45,049,482	37,662,891	37,847,763	18,92,39,200	17,34,89,715	19,67,60,910
Wheat ... ... „	25,472,526	14,101,252	20,034,851	11,34,30,420	6,47,84,235	9,39,50,665
„ Flour ... ... „	1,011,432	731,472	834,742	69,95,865	53,01,210	60,82,200
Other Sorts excluding Rice Flour ... „	6,977,716	2,547,472	5,689,410	2,50,20,315	1,06,36,995	2,27,73,285
Hides and Skins—						
Hides ... ... „	1,017,145	1,362,639	947,163	5,95,65,270	8,35,31,965	6,13,61,310
Skins ... ... „	631,472	666,471	490,399	6,40 87,350	7,48,65,510	6,05,16,555
Jute—Raw ... ... „	12,969,658	15,809,347	15,699,576	14,75,15,040	21,68,74,470	21,59,91,720
„ Gunny Bags ... ... No.	221,579,531	248,595,732	281,623,251	5,72,69,490	6,95,57,160	8,31,99,195
„ Cloth ... ... yds.	620,117,282	695,469,312	799,185,118	5,85,13,650	7,79,84,865	10,08,91,845
„ Other Sorts... ... ... value.	.....	.....	.....	5,83,260	8,36,340	15,67,950
Lac—Shell, Button, Stick, &c. ... ... cwts.	251,881	264,845	358,987	2,77,54,785	3,37,41,195	4,37,13,285
Opium ... ...chests.	63,053	65,617	63,415	9,80,57,895	9,15,20,240	8,74,02,120
Oils ... ... gallons	6,375,086	4,252,075	4,975,037	85,81,635	72,55,350	78,82,425
cwts.	62,966	61,097	76,075			
Provisions (excluding Wheat Flour) ... value.	.....	.....	.....	66,86,865	69,33,300	71,74,725

Spices ... ... lbs.	34,324,728	33,287,057	25,661,188	77,17,140	82,76,445	53,71,770
Saltpetre ... ... cwts	313,122	347,251	357,589	35,35,845	40,58,205	41,20,185
Seeds—						
Linseed ... ... cwts.	6,163,902	4,432,827	6,674,745	4,15,26,255	3,34,20,165	5,08,65,525
Rape ... ... ,,	2,246,357	3,188,531	5,697,654	1,29,10,290	2,08,90,560	4,36,87,200
Gingelly ... ... ,,	1,964,029	1,686,837	2,948,718	1,51,95,615	1,55,03,130	2,87,35,725
Poppy ... ... ,,	911,270	863,763	1,254,094	64,84,415	70,91,160	1,24,49,820
Castor ... ... ,,	1,339,169	1,478,796	2,100,580	75,80,535	1,07,70,765	1,63,47,285
Groundnuts ... ... ,,	1,698,614	1,648,556	1,807,893	1,04,35,110	1,11,76,620	1,39 68,600
Cotton ... ... ,,	3,274,505	3,832,577	5,397,335	79,63,770	1,11,69,555	1,62,51,855
Other Sorts ... ... ,,	710,325	459,265	976,065	48,26,160	40,55,250	70,29,820
Silk, Raw ... ... lbs.	1,802,408	1,798,746	2,143,879	58,76,910	61,14,150	71,43,705
,, Piece-Goods (including Silk mixed with other Materials) ... ... yds.	691,569	671,488	692,708	7,11,660	7,05,585	8,01,450
Sugar Refined or Crystalised ... ... cwts.	27,113	25,255	20,558	3,40,275	3,08,190	2,35,335
,, Unrefined (Molasses, Goor, &c.) ... ,,	309,447	184,364	179,731	29,45,130	9,36,795	8,95,410
Tea (including Tea Waste)... ... ... lbs.	210,817,056	235,857,241	233,913,298	8,61,93,030	9,77,84,415	10,38,50,910
Tobacco, Cigars, &c. ... ... ,,	14,725,005	21,226,266	22,872,616	23,27,025	30,26,490	30,48,435
Wood, Teak ... ... cubic tons	51,975	47,293	43,653	69,26,805	64,92,045	65,70,210
,, Other sorts (including woodenware) value	.....	.....	.....	19,26,960	23,99,130	19,41,765
Wool, Raw ... ... lbs.	39,135,935	44,719,652	44,157,702	1,96,76,475	2,31,65,970	2,36,09,355
,, Manufactures of ... ... value.	.....	.....	.....	19,55,130	22,63,050	26,71,785
All other Articles ... ... ,,	....	.....	.....	6,42,34,275	7,63,17,000	8,21,35 875
Total Value Rs. ...	.....	.....	.....	1,54,03,81,335	1,67,08,28,505	1,84,35,04,035
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,208,299	624,073	1,221,564	8,40,690	4,02,370	10,10,400
,, Piece-Goods ... ... yds	67,951,768	62,898,040	64,151,688	1,29,50,700	1,22,10,525	1,32,30,045
,, Shawls, Thread, &c. ... ... value.	.....	.....	.....	4,62,435	6,55,620	6,38,280
Ivory, Unmanufactured ... ... lbs.	81,554	87,458	68,384	3,58,020	4,03,980	3,83,775
Metals... .. .. cwts.	384,402	532,135	254,588	14,34,915	31,35,205	24,37,875
Silk, Raw ... ... lbs.	69,483	90,252	76,518	1,45,305	3,80,730	1,70,400
,, Piece-Goods ... ... yds.	853,737	1,026,753	819,193	5,96,745	7,22,250	5,89,905
Spices ... ... lbs.	1,171,391	614,034	1,252,001	3,37,185	1,70,715	3,74,385
Sugar Refined or Crystalised ... ... cwts.	184,016	191,410	113,402	21,05,355	17,19,090	10,26,780
Tea ... ... lbs.	1,017,318	548,951	733,296	6,50,925	3,64,755	4,63,740
Wool, Raw ... ... ,,	4,701,289	5,045,962	5,220,766	24,09,750	27,71,745	33,02,190
All other Articles ... ... value.	.....	.....	.....	1,20,72,690	1,29,11,040	1,43,76,015
Total Value Rs. ...	.....	.....	.....	3,43,64,715	3,58,98,826	3,80,05,740
Grand Total Rs ...	.....	.....	.....	1,57,47,46,050	1,70,67,27,330	1,88,15,09,775

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1905, 1906 and 1907.

ARTICLES.	Quantities.			Value.		
	1905.	1906.	1907.	1905.	1906.	1907.
				Rs.	Rs.	Rs.
Apparel (including Haberdashery, Millinery, &c.) ... ... value.	.....	.....	.....	71,10,239	73,66,298	84,68,915
Arms, Ammunition, &c. ... ... "	.....	.....	.....	4,04,567	4,75,298	6,31,076
Building and Engineering Materials ... "	.....	.....	.....	12,14,984	16,80,197	16,95,460
Cabinetware and Furniture ... ... "	.....	.....	.....	6,66,727	5,63,116	8,04,408
Candles ... ... lbs.	748,738	624,518	605,995	2,29,058	1,91,503	2,07,816
Clocks and Watches ... ... No.	350,425	214,409	238,869	10,45,420	8,12,554	9,30,450
Coal, Coke and Patent Fuel ... ... tons.	152,137	198,330	223,349	27,51,482	37,36,606	43,08,944
Cotton—Twist and Yarn ... ... lbs.	10,396,578	11,336,752	11,027,802	75,18,454	96 28,641	1,12,70,016
" Piece-Goods ... ... yards	595,072,935	636,003,148	654,415,850	9,30,74,708	9,94,55,371	10,98,57,311
" Shawls and Handkerchiefs ... No.	12,535,004	21,507,538	9,921,116	14,13,422	22,62,278	15,19,950
" Lace, Nets, Hosiery, &c. ... ... value.	.....	.....	.....	52,76,913	60,16,149	69,42,891
Chemical Products and Preparations ... "	.....	.....	.....	21,78,149	22,57,154	22,17,253
Drugs and Medicines (excluding Tobacco) "	.....	.....	.....	29,26,185	35,48,530	41,24,545
Dyeing and Coloring Materials—						
Aniline and Alizarine Dyes ... ... lbs.	9,195,997	9,187,423	9,310,518	60,99,491	58,31,106	58,46,121
Other sorts... ... ... cwts.	10,641	12,370	8,909	12,40,608	18,35,223	11,35,918
Earthenware and Porcelain ... ... value.	.....	.....	.....	11,17,213	12,16,393	12,32,139
Fireworks ... ... "	.....	.....	.....	3,31,388	5,20,296	5,00,578
Glass and Glassware ... ... "	.....	.....	.....	53,48,580	55,51,637	74,16,253
Gums and Resins ... ... cwts.	94,427	92,389	68,764	12,13,875	13,31,914	10,37,889

Hides and Skins—						
Hides ... ... No.	70,322	21,941	37,211	2,77,436	99,999	2,07,629
Skins ... ... „	1,211,296	1,082,962	950,851	11,01,082	13,84,327	10,22,506
Instruments and Apparatus ... ... value.	.....	.....	.....	32,64,099	36,65,240	47,75,751
Ivory, unmanufactured ... ... lbs.	276,199	220,650	214,785	16,36,583	13,54,687	13,61,950
Jewellery, Precious Stones, Pearls, &c. ... value.	.....	.....	.....	78,24,832	94,39,769	85,03,722
Leather (including Saddlery, &c.) ... „	.....	.....	.....	16,04,925	18,94,853	20,76,249
„ Boots and Shoes ... ... pairs.	621,514	541,006	856,878	11,34,912	11,57,006	13,27,553
Liquors—Ale, Beer and Porter ... ...gallons	1,748,079	2,000,553	1,667,494	18,31,734	20,10,595	16,56,201
„ „ Spirits, Wines, &c. ... ... „	563,942	513,182	563,665	42,96,093	39,69,352	43,23,096
Machinery and Millwork ... ... value.	.....	.....	.....	1,42,44,993	2,46,79,114	2,88,44,272
Matches, Lucifer and other ... ... „	.....	.....	.....	16,01,861	17,86,489	20,66,192
Metals (excluding Hardware & Cutlery) tons.	133,086	164,015	156,285	2,71,65,219	3,08,15,248	3,36,04,954
„ Hardware and Cutlery ... ... value.	.....	.....	.....	80,32,918	98,74,876	1,12,22 380
Oil, Mineral—Kerosine ... ...gallons	20,272,879	15,796,786	19,159,693	69,79,346	50,69,446	57,69,995
„ „ other sorts ... ... „	1,890,335	1,789,146	3,371,636			
„ all other sorts ... ... „	269,021	359,073	366,306	15,86,905	19,01,510	26,28,279
„ mineral „ ... ... cwts.	600	1,454	1,050			
Paints and Colors (excluding Painters' Materials) ... ... „	86,658	109,596	90,103	13,53,049	16,03,728	14,53,994
Paper and Pasteboard ... ... value	.....	.....	.....	34,06,261	36,74,090	41,42,643
Perfumery ... ... „	.....	.....	.....	1,73,077	1,80,910	1,88,359
Provisions ... ... „	.....	.....	.....	86,43,942	95,62,626	97,77,189
Railway Plant and Rolling Stock ... „	.....	.....	.....	45 93,517	62,63,549	*2,01,63,468
Silk, Raw ... ... lbs.	1,417,630	1,276,591	1,465,284	57,57,558	50,24,841	63,17,591
„ Piece-Goods (including Silk mixed with other Materials) ... ... yards.	13,306,619	11,821,812	13,451,745	1,08,43,784	95,76,705	1,10,48,586
„ Goods, other sorts ... ... value.	.....	.....	.....	41,40,610	39,68,426	21,88,069
Spices ... ... lbs.	18,032,596	16 782,782	22,455,098	32,12,336	32,24,362	48,04,997
Sugar, refined & unrefined, & Confectionery cwts.	2,741,321	3,815,532	3,166,035	3,01,85,523	3,29,40,295	2,80,98,210
Tea ... ... lbs.	3,340,535	2,353,223	2,681,167	16,23,205	14,16,257	18,00,713
Tobacco, Cigars, &c. ... ... „	795,668	701,679	796,619	10,10,375	9,74,658	12,41,209
Umbrellas ... ... No.	586.711	433,583	548,374	6,70,014	5,17,322	6,68 329
Woollen Piece-Goods ... ... yards.	11,384,259	7,193,248	9,328,855	96,43,097	67,02,718	91,98,943
„ Goods other sorts ... ... value.	.....	.....	.....	21,44,698	17,54,140	21,83,901
All other Articles ... ... „	.....	.....	.....	3,98,24,194	3,88,26,466	4,21,80,298
Total Value Rs. ...	.....	.....	.....	35,05,69,616	37,82,44,166	42,59,94,990

* This includes articles imported for State Railways.

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1905, 1906 and 1907.

ARTICLES.	Quantities.			Value.		
	1905.	1906.	1907.	1905.	1906.	1907.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	6,199	9,738	2,280	219,047	4,01,283	83,064
Coir, manufactured and unmanufactured (excluding Ropes) ... ... ,,	8,419	6,512	4,867	88,122	64,320	49,701
Cotton—Raw ... ... ,,	4,835,486	4,989,562	6,567,140	13,05 52,514	15,33,88,856	19,72,68,181
,, Twist and Yarn ... ... lbs.	278,971,206	249,145,636	213,606,105	11,51,35,764	10,80,47,462	8,88,65,796
,, Piece Goods ... ... yards.	64,292,253	53,912,586	53,787,485	97,27,381	87,08,388	90,79,625
,, Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	4,76,337	4,36,045	4,53,918
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	690,783	730,855	868,798	25,79,615	27,38,228	33,87,609
Other sorts ... ... ,,	19,791	35,627	46,782	7,05,252	7,58,360	13,53,845
Grain and Pulse—						
Rice, not in the husk ... ... ,,	576,740	543,286	506,939	32,05,845	34,27,607	36,57,149
Wheat ... ... ,,	4,121,309	682,495	5,93,004	1,92,34,045	34,83,307	29,46,326
Wheat flour ... ... lbs.	98,034,961	67,054,599	72,388,405	61,22,763	44,18,508	48,24,270
Other sorts ... ... cwts.	2,667,242	737,361	1,034,384	1,09,63,633	34,56,805	51,62,943
Hides and Skins—						
Hides ... ... No.	191,947	318,821	277,239	15,62,533	24 35,002	17 63,507
Skins ... ... ,,	4,726,154	5,423,903	4,662,474	68,21,012	86,87,052	74,77,132
Oils ... ...gallons	375,332	265,422	170,954	10,68,108	7,37,534	7,58,294
,, ... cwts.	995	.....	.....			
Opium ... ...chests.	15,077	13,022	14,371	2,62,53,806	2,01,72,503	2,01,46,740
Seeds—						
Linseed ... ... cwts.	3,285,139	1,847,692	2,367,021	2,19,25,009	1,43,00,673	1,85,73,955

Cotton ... ... „	3,069,617	3,510,371	4,581,298	74,53,726	1,02,42,413	1,40,49,289
Rape ... ... „	700,086	841,268	2,052,448	43,36,083	66,56,963	1,76,85,782
Gingelly ... ... „	1,484,304	1,376,233	2,492,880	1,14,39,703	1,27,73,603	2,44,51,502
Poppy ... ... „	497,026	586,147	894,612	34,75,702	48,97,639	90,39,952
Groundnuts ... ... „	160,527	35,984	182,376	11,29,044	2,81,773	14,22,556
Other sorts ... ... „	1,703,198	1,521,759	2,179,206	1,01,62,732	1,16,00,467	1,62,77,871
Spices ... ... lbs.	7,789,920	5,015,270	5,540,676	16,63,710	13,40,475	15,20,954
Sugar, refined and unrefined ... ... cwts.	33,752	38,731	19,951	4,10,511	4,59,469	2,49,550
Tea ... ... lbs.	2,533,370	1,357,344	2,534,752	12,44,225	6,46,761	12,63,334
Tobacco, Cigars, &c. ... ... „	5,563,373	5,728,432	6,838,129	7,28,472	7,45,244	8,75,094
Wool, Raw ... ... „	19,640,697	18,219,141	16,622,120	1,07,67,791	1,09,81,272	1,04,65,212
Woollen Shawls ... ... No.	803	658	533	11,184	11,283	7,238
All other articles ... ... value.	.....	.....	.....	2,44,79,738	2,79,87,294	3,11,45,369
Total value Rs. ...	.....	.....	.....	43,39,23,407	42,42,86,579	49,43,06,703
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,200,428	615,880	1,148,836	8,35,000	3,97,026	9,44,167
„ Piece Goods ... ... yds.	60,265,200	55,248,952	56,808,483	1,17,30,924	1,09,00,275	1,19,03,466
„ Shawls and Handkerchiefs ... No.	446,132	1,127,922	1,134,033	1,37,616	3,35,551	2,77,017
„ Lace, Thread, Hosiery, &c. ... value.	.....	.....	.....	3,11,695	3,01,919	3,43,629
Gums and Resins ... ... cwts.	58,287	56,341	40,503	10,50,059	10,61,669	7,57,430
Ivory, unmanufactured ... ... lbs.	81,554	87,458	68,216	3,58,025	4,03,989	3,82,281
Provisions ... ... value.	.....	.....	.....	16,04,251	17,88,697	18,83,209
Silk, Raw ... ... lbs.	68,030	88,672	75,764	1,39,012	3,73,356	1,63,696
„ Piece-Goods (including Silk mixed with other materials) ... ... yards.	804,642	964,128	795,719	5,54,538	6,52,036	5,65,865
Sugar, refined ... ... cwts.	114,720	135,692	70,077	13,05,315	12,26,191	6,37,812
Tea ... ... lbs.	1,017,226	545,083	730,656	6,50,891	3,62,752	4,62,407
Wool, Raw ... ... „	650,876	308,504	201,712	2,86,660	1,47,185	89,650
Woollen Piece Goods ... ... yards.	320,686	335,399	303,055	3,76,262	3,50,926	3,22,199
„ Shawls, &c. ... ... value.	.....	.....	.....	86,158	1,13,165	98,168
All other articles ... ... „	.....	.....	.....	76,98,920	84,39,963	93,05,025
Total value Rs. ...	.....	.....	.....	2,71,25,326	2,68,54,700	2,87,35,961
Grand Total Rs. ...	.....	.....	.....	46,10,48,733	45,11,41,279	52,30,42,664

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which tries at Ports in British India in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1897-1898 ...	1,929	371,147	1,704	2,732,192	3,633	3,103,339	667	250,151
1898-1899 ...	1,659	312,382	1,849	2,991,245	3,508	3,303,627	739	192,726
1899-1900 ...	1,374	245,511	1,927	3,167,880	3,301	3,413,391	539	126,851
1900-1901 ...	1,264	167,661	1,792	2,996,484	3,056	3,164,095	505	67,001
1901-1902 ...	1,391	160,444	1,928	3,618,048	3,319	3,778,492	573	59,354
1902-1903 ...	1,287	151,935	2,005	3,900,552	3,292	4,052,487	581	63,371
1903-1904 ...	1,240	128,366	2,159	4,444,205	3,399	4,572,571	681	89,757
1904-1905 ...	1,152	119,011	2,245	4,690,282	3,397	4,809,293	608	66,544
1905-1906 ...	1,211	123,965	1,980	4,432,223	3,191	4,556,188	557	37,075
1906-1907 ...	1,150	118,109	2,160	5,095,397	3,310	5,213,506	631	39,634

CLEAR

1897-1898 ...	2,236	517,461	1,930	3,084,919	4,166	3,602,380	482	84,479
1898-1899 ...	2,025	466,487	2,337	3,938,474	4,362	4,404,961	303	53,811
1899-1900 ...	1,652	350,143	2,168	3,674,339	3,820	4,024,482	148	34,532
1900-1901 ...	1,607	209,831	2,155	3,698,238	3,762	3,908,069	148	19,107
1901-1902 ...	1,572	176,717	2 273	4,394,511	3,845	4,571,228	100	17,253
1902-1903 ...	1,614	191,454	2,541	5,116,048	4,155	5,307,502	240	17,972
1903-1904 ...	1,496	203,101	2,739	5,894,553	4,235	6,097,654	293	14,820
1904-1905 ...	1,449	159,781	2,990	6,522,671	4,439	6,682,402	203	7,703
1905-1906 ...	1,372	152,705	2,626	5,864,344	3,998	6,017,049	423	14,313
1906-1907 ...	1,247	133,830	2,748	6,453,808	3,995	6,587,638	357	14,446

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Coun-
Official Year from 1897-98 *to* 1906-07.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
375	564,271	1,342	814,422	2,896	621,298	2,079	3,296,463	4,977	3,917,761
648	1,086,833	1,407	1,279,559	2,418	505,108	2,497	4,078,078	4,915	4,583,186
555	930,106	1,094	1,056,957	1,913	372,362	2,482	4,097,986	4,395	4,470,348
611	994,146	1,176	1,661,147	1,829	284,662	2,403	3,990,580	4,232	4,225,242
603	1,117,693	1,176	1,177,047	1,964	219,798	2,531	4,735,741	4,495	4,955,539
688	1,365,783	1,269	1,429,154	1,868	215,306	2,693	5,266,335	4,561	5,481,641
783	1,667,721	1,464	1,757,478	1,921	218,123	2,942	6,111,926	4,863	6,330,049
986	2,155,118	1,594	2,221,662	1,760	185,555	3,231	6,845,400	4,991	7,030,955
877	1,743,786	1,434	1,780,861	1,768	161,040	2,857	6,176,009	4,625	6,337,049
826	1,666,843	1,457	1,706,477	1,781	157,743	2,986	6,762,210	4,767	6,919,983

ED.

136	180,019	618	264,498	2,718	691,940	2,066	3,264,938	4,784	3,956,878
106	74,188	409	127,499	2,328	519,798	2,443	4,012,662	4,771	4,532,460
165	98,421	313	132,656	1,800	384,878	2,333	3,772,760	4,133	4,157,188
150	117,012	308	136,119	1,755	228,938	2,315	3,815,250	4,070	4,044,188
113	81,297	278	98,550	1,732	193,970	2,386	4,475,808	4,118	4,669,778
133	119,445	373	137,417	1,854	209,426	2,674	5,235,198	4,528	5,444,919
139	116,737	432	151,557	1,789	217,921	2,878	6,011,290	4,667	6,229,211
165	160,376	368	167,979	1,652	167,434	3,155	6,682,947	4,807	6,850,381
223	229,910	646	244,223	1,795	167,018	2,849	6,094,254	4,644	6,261,272
210	253,369	567	267,815	1,604	148,276	2,958	6,707,177	4,562	6,855,453

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries at the Chief Port of the Bombay Presidency

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1897-1898 ..	242	37,020	469	974,940	711	1,011,960	2	145
1898-1899 ...	261	39,107	571	1,173,494	832	1,212,601	4	2,895
1899-1900 ...	234	29,928	542	1,160,838	776	1,190,766	7	1,292
1900-1901 ...	255	28,884	510	1,073,868	765	1,102,752	9	1,622
1901-1902 ...	294	32,830	548	1,207,670	842	1,240,500	3	1,770
1902-1903 ...	256	27,890	564	1,256,909	820	1,284,799	4	479
1903-1904 ...	235	24,784	582	1,350,950	817	1,375,734	7	2,591
1904-1905 ...	199	22,195	591	1,438,036	790	1,460,231	4	2,146
1905-1906 ...	199	20,173	582	1,478,734	781	1,498,907	2	216
1906-1907 ...	227	24,917	608	1,608,388	835	1,633,305	1	134

CLEAR

1897-1898 ...	241	29,121	374	770,371	615	799,492	5	1,669
1898-1899 ...	284	39,049	496	1,057,265	780	1,096,314	1	4,054
1899-1900 ...	251	29,176	423	949,286	674	978,462	1	49
1900-1901 ...	283	31,230	368	816,885	651	848,115	4	55
1901-1902 ...	252	28,719	437	1,027,714	689	1,056,433	2	305
1902-1903 ...	234	25,285	492	1,182,973	726	1,208,258	...	213
1903-1904 ...	233	24,392	557	1,364,177	790	1,388,569	...	.....
1904-1905 ...	224	23,883	558	1,380,400	782	1,404,283	2	.....
1905-1906 ...	193	21,035	550	1,378,434	743	1,399,469	...	294
1906-1907 ...	165	17,641	523	1,372,450	688	1,390,091	...	.....

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign in each Official Year from 1897-98 *to* 1906-07.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
13	25,851	15	25,996	244	37,165	482	1,000,791	726	1,037,956
84	165,891	88	168,786	265	42,002	655	1,339,385	920	1,381,387
35	77,135	42	78,427	241	31,220	577	1,237,978	818	1,269,198
30	56,872	39	58,494	264	30,506	540	1,130,740	804	1,161,246
69	147,823	72	149,593	297	34,600	617	1,355,493	914	1,390,093
75	174,864	79	175,343	260	28,369	639	1,431,773	899	1,460,142
99	231,960	106	234,491	242	27,375	681	1,582,850	923	1,610,225
93	204,494	97	206,640	203	24,341	684	1,642,530	887	1,666,871
72	163,130	74	163,346	201	20,389	654	1,641,864	855	1,662,253
68	154,286	69	154,420	2[illegible]8	25,051	676	1,762,674	904	1,787,725

ED.

45	119,171	50	123,205	246	33,155	419	889,542	665	922,697
7	13,624	8	13,673	285	39,098	503	1,070,889	788	1,109,987
15	27,864	16	27,859	252	29,231	438	977,090	690	1,006,321
14	26,812	18	27,117	287	31,535	382	843,697	669	875,232
8	13,912	10	14,125	254	28,932	445	1,041,626	699	1,070,558
18	29,320	18	29,320	234	25,285	510	1,212,293	744	1,237,578
17	25,109	17	25,109	233	24,392	574	1,389,286	807	1,413,678
11	23,510	13	23,804	226	21,177	569	1,403,910	795	1,428,087
34	61,672	34	61,672	193	21,035	584	1,440,106	777	1,461,141
34	68,963	34	68,693	195	17,641	557	1,441,413	722	1,459,054

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTHS.	With Cargoes.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	50	128,537	...	...	39	3,149
February	49	135,195	...	...	16	2,189
March...	58	151,114	.	...	34	3,190
April	57	151,994	...	...	23	2,495
May	59	155,380	...	...	5	283
June	41	120,215	...	...	1	111
July	45	118,726	...	...	...	...
August	46	130,144	...	...	...	...
September	40	106,988	...	...	...	...
October	49	129,344	...	...	39	3,178
November	46	135,486	...	...	50	5,763
December	57	161,682	...	...	38	3,885
Total ...	597	1,612,805	...	...	245	24,242

CLEAR

January	50	125,488	...	...	24	2,089
February	47	131,144	...	...	40	4,077
March	48	124,894	...	...	18	2,266
April	57	157,712	1	124	19	1,997
May	55	148,375	...	...	6	872
June	47	133,560	...	...	...	...
July	40	114,849	...	...	...	...
August	42	115,258	...	...	..	...
September	37	97,677	...	...	2	202
October	38	97,460	...	...	4	269
November	45	125,077	...	...	10	862
December	39	110,132	...	...	24	2,201
Total ...	545	1,471,126	1	124	147	14,835

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign Presidency during the year 1907.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
9	22,422	...	...	1	134	89	131,686	10	22,556
7	14,199	...	...	...	...	65	137,384	7	14,199
17	42,176	...	...	...	...	92	154,304	17	42,176
8	15,773	...	...	...	...	80	154,489	8	15,773
11	27,670	...	...	...	...	64	153,662	11	27,670
6	16,864	...	...	...	...	42	120,326	6	16,864
8	16,714	...	...	...	...	45	118,726	8	16,714
5	11,503	...	...	...	...	46	130,144	5	11,503
10	26,062	...	...	...	...	40	106,988	10	26,062
2	5,173	...	...	...	...	88	132,522	2	5,173
2	4,691	...	...	...	...	96	131,249	2	4,691
3	4,632	...	...	...	...	95	165,567	3	4,632
88	207,879	...	...	1	134	842	1,637,047	89	208,013

ED.

...	...	...	...	...	...	74	127,577	...	...
3	5,332	...	...	...	...	87	135,221	3	5,332
3	8,611	...	...	...	...	66	127,160	3	8,611
2	5,222	...	...	...	...	77	159,853	2	5,222
2	5,593	...	...	...	...	61	149,247	2	5,593
1	2,468	...	...	...	...	47	123,560	1	2,468
...	...	...	...	...	...	40	114,349	...	...
2	4,867	...	...	...	...	42	115,258	2	4,867
2	5,231	...	...	...	...	39	97,879	2	5,231
8	18,295	...	...	...	...	42	97,729	8	18,295
4	9,362	...	...	...	...	55	125,939	4	9,362
6	12,637	...	...	3	239	63	112,333	9	12,876
33	77,618	...	...	3	239	693	1,486,065	36	77,857

Exports of Indian Manufactured Yarns by Sea and Rail (Reduced to Bales of 400 lbs. each).

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1882	81,434	9,854	91,288	41,502	132,790	14,400	147,190
1883	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891	365,038	10,939	375,977	78,136	454,113	9,147	463,260
1892	385,771	21,445	407,216	69,547	476,763	7,850	484,613
1893	297,572	14,198	311,770	88,130	399,900	9,159	409,039
1894	338,703	10,743	349,446	105,863	455,309	10,388	465,697
1895	374,119	2,515	376,634	104,871	481,505	7,443	488,948
1896	471,023	2,467	473,490	99,877	573,367	6,274	579,641
1897	361,221	645	361,866	91,095	452,961	5,822	458,783
1898	437,645	475	438,120	103,691	546,811	7,125	553,936
1899	579,619	250	579,869	94,029	673,898	4,408	678,306
1900	253,531	100	253,431	87,998	341,429	5,480	346,929
1901	536,195	.....	536,195	99,599	635,794	6,876	642,670
1902	555,487	.....	555,487	111,259	666,746	7,427	674,173
1903	604,044	.....	604,044	113,256	717,300	8,348	725,648
1904	460,316	3	460,319	113,381	573,700	9,789	583,489
1905	651,870	.....	651,870	91,603	743,473	8,097	751,570
1906	596,926	500	597,426	99,628	697,054	15,417	712,471
1907	412,127	200	412,327	190,387	602,714	20,018	622,732

* Compiled from returns received from the Railway Companies.

STATEMENT showing the Exports by Sea of Bombay Manufactured Piece-Goods and Yarns since 1883.

Years Ending 31st Dec.	Grey and White Piece-Goods.			Coloured Piece-Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1883	49,048	75,522,989	17,314,551	2,353	5,169,673	51,401	80,692,662	18,635,719	164,338	62,813,128
1884	45,432	70,533,605	16,551,054	2,429	4,630,992	47,861	75,164,597	17,359,029	197,827	75,755,931
1885	43,872	71,184,739	16,152,396	2,820	5,938,074	46,692	77,172,813	17,822,821	223,722	85,693,377
1886	42 888	68,171,065	15.853,991	2,219	5,258,994	45,107	73 430,059	16,958,443	272,300	106,024,856
1887	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,663
1888	57,174	88,797,223	21,500,740	3,074	5,436,166	60,248	94,433,389	21,809,097	343,030	134,622,583
1889	50,470	78,140,482	18,176,366	2.599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237
1890	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,173
1891	58,980	88,523,452	20,957,195	2.679	5,540,421	61,659	94,063,873	21,723,758	465 399	181,645,149
1892	67,305	99.754,263	23,083,693	3,210	6,837,067	70,515	106,591,330	24,616,935	487,773	190 705,398
1893	66,389	97,366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24.001,783	412,584	159,960,286
1894	82,151	118,960,211	29,105,588	4,057	6,360,875	86,208	125,321,090	29,696,940	468,995	182,123,551
1895	92,353	128,463,625	31,723,691	5,726	8,809,449	98,079	137,273,074	32,529,164	496,421	192,602,163
1896	87,584	122,974,132	31,520,976	6,411	9,854,183	93,775	132,828,315	33,207,079	584,599	229,316,959
1897	69,718	101,126,083	25,162,666	5,619	8,422,451	75,337	109,548,534	27,387,138	461,260	181,184,351
1898	69,026	99,238,706	24,766,678	6,177	9,072,326	75,203	108,841,032	27,085,258	553,681	218,724,607
1899	84 238	122,807,108	29,819,677	8,513	12,842,538	92,751	135,649,646	33,912,411	681,039	269,559,281
1900	74,415	116,955,481	28,168,912	9,516	15,602,237	83,931	132,557,718	33,139,429	846,503	136,571,588
1901	84,525	136,301,064	33,585,159	12,623	19,963,669	97,148	156,263,783	39,065,933	642,032	254,317,562
1902	89,216	141,252,169	34,907,243	15,944	24,606,384	1,05,160	165,858,553	41,464,638	674,450	266,608,930
1903	86,838	143,054,079	34,798,444	20,340	32,436,521	1,07,178	175,490,600	43,872,650	725,338	286,990,007
1904	103,730	171,027,232	42,041,062	24,328	37,864,072	1,28,058	208,891,304	52,222,851	580,847	229,480,205
1905	113,414	189,298,879	49.406,422	24,817	41,285,870	1,38,321	230,584,749	57,646,187	750,639	297,389,194
1906	107,675	186.018,348	48,719,629	24,545	42,635,922	1,32,220	228,654,270	57,163,567	703,006	278,821,792
1907	123.967	222,306,983	60.617,174	31,486	51,605,249	1,55,453	273,912,252	68,478,063	603,980	241,085,783

* *N.B.*—The weights have been arrived at by dividing the length in yards, by 4·33, the average weight of the Grey and Bleached Cloths exported up to 1893, in 1894 and 1895 by 4·22 and in 1896 to 1907 by 4·00. lbs.

Exports of Bombay Manufactured Piece-Goods and Yarns from Bombay Port only.

1906-1907

From Official Returns.] [*Year ending 31st March* 1907.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods.		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of		Total Value in Lakhs of Rupees (000's omitted.)	Percentage.
	Millions of (0000's omitted.)			Goods.	Yarn.	Millions of lbs. (0000's omitted.)	Percentage.	(000's omitted.)		Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	52·81	*13·20	233·82	17·57	37·82	247·02	72·35	† 86·16	9,99·07	18·96	86·62	‡1,085·23	67·50
Indian Ports	169·52	*42·38	24·69	56·39	9·27	67·07	19·65	(a)254·21	112·95	55·97	9·79	(b)367·16	22·84
Interior by Rail	*78·29	19·57	7·75	26·04	2·91	27·32	8·00	113·90	41·45	25·07	3·59	155·35	9·66
Total Indian ...	247·81	61·95	32·44	82·43	12·13	94·39	27·65	368·11	154·40	81·04	13·38	522·51	32·50
Grand Total ...	300·62	75·15	266·25	100·00	100·00	341·41	100·00	454·27	1,153·47	100·00	100·00	1,607·74	100·00

* Assuming 4 yards to be the equivalent of 1 lb., and *vice versa*.
† Piece-Goods only; value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 90·39 lakhs; or
‡ Inclusive of Yarns 1,039·46 lakhs of Rupees.
(*a*) Piece-Goods only; value including all other sorts (Handkerchiefs, Shawls, &c. &c.) 261·23 lakhs; or
(*b*) Inclusive of yarns 374·21 lakhs of Rupees.

Exports of Bombay Manufactured Piece-Goods & Yarns from Bombay Port only.

1905-1906.

From Official Returns.] [*Year ending 31st March* 1906.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods.		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of		Total Value in Lakhs of Rupees. [000's omitted.]	Per-centage.
	Millions of [0000's omitted.]			Goods.	Yarns.	Millions of lbs. [0000's omitted].	Per-centage. %	[000's omitted.]		Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%			Goods.	Yarns.	%	%		%
Foreign Ports	63·52	*15·88	277·82	21·48	90·50	293·70	77·11	†98·25	1,164·56	22·50	90·04	‡1,262·81	72·99
Indian Ports	177·79	*44·45	22·79	60·13	7·42	67·24	17·65	(a) 256·91	101·36	58·85	7·84	(b) 358·27	20·71
Interior by Rail	*54·37	13·59	6·33	18·39	2·08	19·97	5·24	81·44	27·40	18·65	2·12	108·84	6·30
Total Indian ...	232·16	58·04	29·17	78·52	9·50	87·21	22·89	338·35	128·76	77·50	9·96	467·11	27·01
Grand Total ...	295·68	73·92	306·99	100·00	100·00	380·91	100·00	436·60	1,293·32	100·00	100·00	1,729·92	100·00

* Assuming 4 yards to be the equivalent of 1 lb. and *vice versa* (reduced from 4·35 yards, the basis in years previous to 1895-96).
† Piece-Goods only; value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 103·03 lakhs; or
‡ Inclusive of Yarns 1,267·59 lakhs of Rupees.
(*a*) Piece-Goods only; value including all other sorts (Handkerchiefs, Shawls, &c., &c.) 266·04 lakhs; or
(*b*) Inclusive of Yarns 367·39 lakhs of Rupees.

Foreign Countries to which Grey Cotton Piece-Goods of Bombay Manufacture have been exported since 1900-1901.

From Government Returns.] [*Years ending 31st March.*

*Description.	To	In Millions of yards (0000's omitted).						
		1906-1907.	1905-06.	1904-05.	1903-04.	1902-03.	1901-02.	1900-1901.
T. Cloths	Mozambique	1·68	1·26	1·81	1·20	2·42	1·76	2·34
	Zanzibar	4·24	3·42	4·45	4·19	4·13	3·79	2·43
	Aden	1·02	·57	·87	·71	·43	1·47	·45
	China—Hongkong	·03	1·37	·31	06	.....	.....	·14
	Do. Treaty Ports*	·43	5·38	3·51	·07	·18	·19	·23
	Mekran and Somniani	·13	·10	·03	·09	·10	·14	·15
	Abyssinia	·64	·80	1·76	1·01	·87	·97	2·36
	Other Countries	5·78	4·62	4·01	2·04	1·74	1·53	1·43
	Total	13·95	17·52	16·75	9·37	9·87	9·85	9·53
Sheetings	Abyssinia	.....	·16	·04	.....	.....	.....	·03
	Mozambique	·05	·02	·03	.....	·05	·01	·01
	Zanzibar	·24	·46	·17	·14	·06	·05	·14
	Aden	·04	·02	·42	·32	·08	·25	·09
	Arabia	.....	.....	·02	·03	·02	·16	·05
	China—Treaty Ports*	.....	·69	·34	.....	.....	.....	·08
	Other Countries	0·10	·18	·09	.....	·41	·38	·54
	Total	·43	1·53	1·11	·49	·62	·85	·94
Domestics	Aden	3·46	2·83	2·17	3·28	2·95	3·22	2·02
	Arabia	·11	·08	·17	·15	·12	·09	·08
	Other Countries	·72	·73	·49	·49	·27	·26	·43
	Total	4·29	3·64	2·83	3·92	3·24	3·57	2·53

Drills and Jeans	Zanzibar	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Aden	.....	.....	·01	·01	·01	·03	.....	.....	.....
	Other Countries	·05	1·19	·34	.....	·01	·02	·05	·08	·08
	Total	·05	1·19	·35	·01	·02	·05	·08	·08	·08
Long Cloths	Abyssinia	·59	1·22	3·00	1·47	1·27	·71	1·93	1·93	1·93
	Mozambique	2·41	3·05	1·90	4·76	6·40	2·54	2·15	2·15	2·15
	Zanzibar	1·50	2·61	1·78	1·45	3·40	2·61	·60	·60	·60
	Aden	2·79	3·06	2·81	4·59	2·54	4·51	2·68	2·68	2·68
	China – Treaty Ports*	.....	·12	.....	.....	·21	·03	·16	·16	·16
	Arabia	·35	·11	·36	·29	·09	·43	·16	·16	·16
	Persia	·27	·25	·23	·14	·09	·23	·32	·32	·32
	Straits	.....	·02	·15	·13	·05	·04	·29	·29	·29
	Turkey-in-Asia	1·42	1·29	1·98	1·57	·96	2·84	1·86	1·86	1·86
	Egypt	1·25	·97	·54	·59	·93	·37	·69	·69	·69
	Other Countries	·55	·36	·37	·09	·03	·08	·09	·09	·09
	Total	11·13	13·06	13·12	15·08	13·97	14·39	10·43	10·43	10·43
Chudders	Aden	1·28	1·09	·52	·52	·36	·44	·40	·40	·40
	Zanzibar	3·53	2·71	3·04	2·66	2·51	2·39	1·90	1·90	1·90
	Other Countries	1·42	1·71	1·30	2·72	2·36	1·22	1·29	1·29	1·29
	Total	6·23	5·57	4·86	5·90	5·23	4·05	3·59	3·59	3·59
Dhooties	Aden	·19	·33	·20	·14	·14	·14	·02	·02	·02
	Other Countries	·59	·77	·53	·35	·22	·15	·22	·22	·22
	Total	·78	1·10	·73	·49	·36	·29	·24	·24	·24
Other Sorts	Total	3·76	6·96	6·45	5·10	2·40	1·95	3·96	3·96	3·96
	Grand Total	40·62	50·57	46·20	40·36	35·71	35·00	31·30	31·30	31·30
							.....			

* Almost entirely to Shanghai.

Descriptions of Grey Cotton Piece-Goods of Bombay Manufacture exported to Foreign Ports since 1900-1901.

From Government Returns. [*Year ending 31st March.*

DESCRIPTIONS.	In Millions of Yards (0000's omitted).						
	1906-1907	1905-06.	1904-05.	1903-04.	1902-03.	1901-02.	1900-1901.
T. Cloths	13·95	17·52	16·75	9·37	9·87	9·85	9·53
Sheetings	·43	1·53	1·11	·49	·62	·85	·94
Domestics	4·29	3·64	2·33	3·92	3·24	3·57	2·53
Drills and Jeans ...	·05	1·19	·35	·01	·02	·05	·08
Long Cloths ...	11·13	13·06	13·12	15·08	13·97	14·39	10·43
Chudders	6·23	5·57	4·86	5·90	5·23	4·05	3·59
Dhooties	·78	1·10	·73	·49	·36	·29	·24
Other Sorts	3·76	6·96	6·45	5·10	2·40	1·95	3·96
Total Millions of Yards ...	40·62	50·57	46·20	40·36	35·71	35·00	31·36
Total Lakhs of Rupees ...	58·74	69·92	60·27	51·09	44·02	45·06	38·97

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1899-1900.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (0000's omitted).							
	1906-07.	1905-06.	1904-05.	1903-04.	1902-1903.	1901-1902.	1900-1901.	1899-1900.
Mule No. 15s and under	118·55	139·13	118·35	114·16	94·47	116·14	48·56	125·28
„ „ 16s to 24s	112·37	135·98	111·44	119·87	132·10	129·05	63·89	92·92
„ „ 25s to 32s	·92	·43	1·07	·59	·33	·29	·27	·16
„ „ 33s to 50s	·41	·30	·52	·29	·13	·04	·14	·03
Total ...	232·25	275·84	231·38	234·91	227·03	245·52	112·86	218·39
Water No. 20s and under	.....	.....	... .	... ..	.....	.....	.....	.....
„ „ 21s to 30s	.....	.....	.....	.....	...	... .	.....	.....
„ „ 31s to 40s	.....	.....	.....	.....	.....	.....	.....	.....
Total ...	.....	... ..	.....	...	.. ...	. ....	.....	.....
Colored Yarns ... Total ...	1·57	1·98	1·69	1·28	1·41	1·06	·97	1·07
Total Yarns ...	233·82	277·82	233·07	236·19	228·44	246·58	113·83	219·46

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1899-1900.

From Government Returns.] [*Years ending 31st March.*

Quality.	To	In Millions of lbs.							
		1906-1907.	1905-1906.	1904-1905.	1903-1904.	1902-1903.	1901-1902.	1900-1901.	1899-1900.
Mule No. 15s and under	Aden	·91	·67	·69	·72	1·12	·76	·63	1·68
	Japan	.....	.....	.....	.....	.....	.....	.....	·02
	China, Hongkong	40·07	66·71	43·62	51·49	40·74	43·70	34·82	57·29
	China, Treaty Ports*	71·75	68·93	69·81	58·05	49·01	70·19	11·94	65·69
	Other Countries	5·82	2·82	4·23	3·90	3·60	1·49	1·17	·60
	Total	118·55	139·13	118·35	114·16	94·47	116·14	48·56	125·28
16s to 24s	Aden	·56	·49	·38	·63	·60	·67	·42	·51
	Japan	.....	.....	.....	.....	.....	.....	.....	·12
	China, Hongkong	38·96	61·38	43·83	54·65	56·47	53·17	34·17	35·70
	China, Treaty Ports*	65·26	66·33	58·49	57·13	67·87	68·87	23·86	52·98
	Straits	3·43	4·35	4·28	3·03	4·30	3·15	3·05	2·22
	Other Countries	4·06	3·43	4·46	4·43	2·86	3·19	2·39	1·39
	Total	112·37	135·98	111·44	119·87	132·10	129·05	65·89	92·92
Above No. 24s	Total	1·33	·73	1·59	·88	·46	·33	·41	·19
	Total Mule	232·25	275·84	231·38	234·91	227·03	245·52	112·86	218·39
Water	,, Water	.....	.....	.....	.....	.....	.....	.....	.....
Colored	,, Colored	1·57	1·98	1·69	1·28	1·41	1·06	·97	1·07
	Grand Total	233·82	277·82	233·07	236·19	228·44	246·58	113·83	219·46
	Value in Lakhs of Rs.	999·06	1,164·55	924·56	829·97	787·89	844·54	401·22	625·46

* Almost entirely to Shanghai.

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) from the year 1883 to 1907.

Year.	Cotton.	Wool and Goat Hair.	Linseed.	Rape Seed	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1883	1,335,468	61,385	4,253,614	1,230,959	1,446,400	9,713,839	344,480
1884	1,231,057	54,534	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,073,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,056,912	1,584,750	9,248,364	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,325,496	69,004	2,159,191	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	489,976
1891	1,028,417	56,695	4,773,505	1,462,833	1,243,077	13,310,857	486,222
1892	954,243	53,275	3,805,823	1,758,459	1,227,560	9,374,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,043,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	839,314
1897	511,899	51,710	775,838	1,874,663	831,893	5,343	555,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732
1899	500,232	53,272	2,136,142	1,907,680	1,613,679	2,852,863	752,343
1900	232,425	40,611	811,128	1,050,052	1,613,135	608	878,740
1901	560,431	33,091	1,754,701	2,586,544	1,704,817	38,619	728,055
1902	577,929	39,793	2,017,704	2,742,283	1,881,426	211,397	1,079,241
1903	958,199	49,332	2,957,685	2,604,181	3,063,821	2,788,625	748,137
1904	926,295	58,319	3,808,798	2,182,881	2,266,118	5,302,804	958,986
1905	667,823	63,666	3,485,956	728,041	1,420,503	4,205,315	621,298
1906	989,693	59,101	1,889,089	829,438	1,578,931	485,747	779,584
1907	1,126,376	54,390	2,333,472	2,026,544	2,235,206	552,660	848,293

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

(Revised and adopted down to the Annual General Meeting of the Chamber held on 26th February 1908.)

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and such other means, as the Committee for the time being may think fit, assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be elected to Membership by ballot in the following manner:—

(*a*) The names of candidates with their proposers and seconders must be submitted to the Committee, who will fix the date for the ballot.

(*b*) The ballot to take place after seven days' notice to all the Members stating names of candidates, and their proposers and seconders; and the ballot shall remain open at least 3 clear days.

(*c*) At least one-fourth of the Members of the Chamber must register their votes to make the ballot valid.

(*d*) In all voting for election to Membership the presence in the ballot of black balls in the proportion of one in six shall exclude.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together, but if within 15 minutes from the time appointed for the meeting the quorum is not present the meeting shall be adjourned to such time on the following day or on such other day as the members present may determine. If at such adjourned meeting the quorum is not present those members who are present shall be the quorum and may transact the business for which the meeting was called—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 200 per annum.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members; and in the event of the elected representative of the Chamber in the Legislative Council of His Excellency the Governor in Council not being a Member of the Committee at the time of his nomination, he shall also be ex-officio a Member of the Committee during his term of office. The Chairman or Deputy Chairman, as the case may be, shall be ex-officio Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman, of whom the two latter officers shall be elected by ballot. The elected representative of the Chamber in the Legislative Council of the Governor of Bombay shall also be ex-officio a Member of Committee during his term of office.

2. At or about the end of each calendar year, but in no case later than the 31st of January of the succeeding year, separate ballots for the election of a Chairman and of a Deputy Chairman for that succeeding year shall be held on such different days as the outgoing Committee shall appoint. The election of the Chairman shall take place first. The new Committee shall take office on the first day succeeding the holding of the Annual General Meeting as provided under Rule X, and they shall continue to act until the holding of the next Annual General Meeting following.

3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.

4. Two Members of one Firm should not be on the Committee at the same time.

5. No Member of the Chamber shall give more than one vote for a candidate.

6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, as Chairman or Deputy Chairman, seven clear days before the election takes place.

7. The retiring Committee shall appoint two days for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.

9. The retiring Committee shall appoint two Scrutineers, who, at 4 P.M. on the second day of each ballot, shall open the box and declare the result.

10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or both refusing to act, there shall be a fresh election for either or both offices.

11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship, which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney; the officers in charge of Banking and Shipping establishments; the representatives of Railways and Joint Stock Companies; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall, as a rule, meet at least once in each week, but when there is no business of importance to transact, or when a public holiday falls on the day on which the ordinary Weekly Meeting would in natural course take place, the Chairman may, in the absence of any objection by a Member or Members of Committee, postpone the Meeting of the Committee. In no case shall a period longer than twenty-eight consecutive days intervene between successive meetings of the Committee. The proceedings of the Committee shall be recorded in a Minute Book to be kept in the office of the Chamber, and shall be open to the inspection of all Members, subject to such regulations as the Committee may make in this behalf.

X. A General Meeting of the Members shall be held at least once in every year for the consideration of the Annual Report of the outgoing Committee as provided under Rule XVII. Such General Meeting shall be called the Annual General Meeting, and it shall be held on the earliest convenient day after the election of the new Chairman and Deputy Chairman as provided under Rule VII (2), provided that such day shall in no case be later than the 31st March and that at least three clear days' notice be given to Members by circular or by advertisement in one or more of the English newspapers published in Bombay. The Chairman, or in the absence of the Chairman, then the Deputy Chairman, or in the absence of both these officers, then the Secretary, shall, at the request of the Committee, or within one week of the receipt of a requisition signed by ten or more Members of the Chamber, convene a Special General Meeting of the Chamber for the purpose of considering any specific matter relating to the objects or conduct of the Chamber or Committee. Notice of such Special General Meeting and of the specific matter to be considered shall be given to members by circular or by advertisement in one or more of the English newspapers published in Bombay. Except in cases of urgency, declared as such by the Committee, at least seven clear days' notice shall be given of a Special General Meeting and of the matter to be considered. At the Annual General Meeting or at any Special General Meeting so convened twenty Members entitled to vote shall be a quorum, and any matter, saving only an alteration of or an addition to the Rules and Regulations of the Chamber, may be decided by a bare majority of such a quorum.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of

the establishment, including any requisite legal expenses, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Secretary for the time being and the same shall be available by cheques signed by the Chairman or in his absence by the Deputy Chairman for the time being, and by one other Member of the Committee. In the absence of both the Chairman and the Deputy Chairman cheques shall be signed by two Members of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. The appointment of a Secretary and the fixing of his salary shall be made and done by the Committee, and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of members.

XVI. Honorary Members.—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. The Committee shall at each Annual General Meeting submit a Report of the transactions of the last calendar year, together with an Audited Statement of Accounts made up to the end of such year, and copies of such Report and such Statement of Accounts shall be circulated to all Members at least seven clear days before the holding of such Annual General Meeting. Copies of the Report may be sent to such of the Chambers of Commerce at home and abroad, and to such other bodies, authorities, and individuals as may be designated by the Committee for the time being.

XVIII. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber; they shall be printed, and copies shall be distributed to all Members, and no alteration of or addition to these Rules shall be made, save and except by a majority of three-fourths of the

Members of the Chamber present at a General Meeting convened by a Notice issued at least seven clear days before the holding of such meeting, and on which the terms of the proposed alterations or additions shall have been clearly set forth.

XIX. The Committee shall have power to authorize the expenditure out of the funds belonging to the Chamber in each and every year of any sum or sums not exceeding in the aggregate the sum of Rupees Three Thousand for any purpose or purposes which they in their absolute discretion may deem to be fit and proper in the interests of the Chamber.

RULES FOR THE ELECTION OF PORT TRUSTEES.*

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.

5. The Committee shall appoint a scrutineer who, with the Secretary at 4 P.M. on the second day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

* These rules also apply to the election of the Chamber's representative on the Board of the Bombay Improvement Trust.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act, III of 1888, shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber, but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint a scrutineer who, with the Secretary at 4 P.M. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COUNCIL OF THE GOVERNOR OF BOMBAY.

Rules for the election of a representative of the Chamber to be proposed to H. E. the Governor in Council for nomination as an Additional Member of the Council of the Governor of Bombay for the purpose of Making Laws and Regulations, under Section 1 (4) of the Indian Councils Act, 1892, for Bombay, and Notification of the Legislative Department of the Government of Bombay, under date of 30th March 1893.

(1) The election shall be by ballot on such day as the Committee of the Chamber for the time being shall appoint.

(2) Seven clear days' notice of the day fixed shall be given to members by circular or advertisement or both.

(3) A list of the persons eligible for election shall be circulated to members by the Secretary seven clear days before the day of election.

(4) Those eligible for election shall be partners in firms who are Members or Managers holding powers of attorney, the officers in charge of banking and shipping establishments, the representatives of railways and joint-stock companies, and those who are members in their own right.

(5) The voting shall be by papers signed by members and deposited in the ballot-box which shall be placed in the Chamber from 10 A.M. to 4 P.M. of the appointed day.

(6) A scrutineer appointed by the Committee shall, with the Secretary, open the ballot-box at 4 P.M. on the appointed day and declare the result.

(7) The gentleman who has the largest number of votes shall be declared duly elected ; but in the event of an equality of votes for two or more nominees, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

(8) In the event of a casual vacancy the above course shall be followed in electing a nominee to fill the vacancy.

RULES REGARDING GENERAL DISPUTES AND ARBITRATIONS.

I. The Chamber, through its Committee, is prepared to arbitrate upon all questions of mercantile interests submitted :—

(1) either direct from the two parties to the dispute,

(2) or from the two surveyors or arbitrators appointed by the two parties to the dispute.

In (1) the Chamber, through its Committee, will appoint an Arbitrator. In (2) it will appoint an Umpire.

II. The following fees, to be remitted to the Secretary of the Chamber, together with the application for the appointment of an arbitrator or umpire, will be charged :—

(*a*) When both parties to the dispute are members of the Chamber Rs. 15, of which Rs. 5 will go to the funds of the Chamber and Rs. 10 to the gentleman appointed by the Chamber.

(*b*) When only one party to the dispute is a member of the Chamber Rs. 20, of which Rs. 5 will go to the funds of the Chamber and Rs. 15 to the gentleman appointed by the Chamber.

(*c*) When neither party is a member of the Chamber Rs. 45, of which Rs. 15 will go to the funds of the Chamber and Rs. 30 to the gentleman appointed by the Chamber.

(*d*) In the event of the arbitration not being proceeded with, the fee deposited will be refunded, with the exception of the Chamber's fee of Rs. 5 under clauses (*a*) and (*b*) and Rs. 15 under clause (*c*).

Note.—In all cases where the dispute is not capable of being decided in the rooms of the Chamber an extra sum of Rs. 5 will be charged to cover the expenses of the gentleman appointed by the Chamber and will be paid to him.

III. The Committee of the Chamber reserves the right to charge in special cases, involving much time and trouble, a special fee to be fixed by the Committee.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following regulations:—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take Counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is jus ified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A minimum fee of Rs. 30 shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Not less than Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a case, involving a larger fee than Rs. 30 from each party, the same shall be fixed by the General Committee who shall also decide as to the distribution. Any extra expenses incurred shall be borne by the disputants.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Madhowji Thakersey.
" Jivram Vassonji.
" Rowjibhai Naranjee, of Messrs. Ruttonsey Canji.
" Chaturbhoj Shivjee.
" Purshotam Kuverji, of Messrs. Tricumdas Purshotam.
" Zaverchand Cullianji, of Messrs. Chunilal Takelchand.
" Mulji Kursondas.
" Kálidas Mulchund, of Messrs. Jivram Vussonji.
" Gordhandas Khimji.
" Jaithabhai Valjee.
" Purshotam Govindjee, of Messrs. Purshotam Govindjee & Co.
" Jivraj Dayal, of Messrs. Ghella Dayal.
" Raghavji Kanji, of Messrs. Muljee Padamsey.
" Waljee Sunderji.
" Hemraj Canji.
" Morarji Veljee.
" Lakhmidas Bhimjee, J. P., of Messrs. Bhimjee, Rowjee, Sons & Co.
" Mathuradas Mowjee, of Messrs. Varjivandas Mulchand.
" Narandas Ramjee, of Messrs. Ramjee Lakhmidas.
Rao Saheb Purshotam Odhavji, J. P.
Mr. Girdhardas Jaithabhai.
" Laljee Jivraj, of Messrs. Ghella Dayal.
" Hariram Velji.
" Jamsetji Framji Kharas.
" Walji Govind, of Messrs. Morarji Cullianji & Co.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. T. W. Birkett and Mr. H. P. Hebblethwaite, of Messrs. Killick, Nixon & Co.
" C. H. Armstrong, of Messrs. Lyon & Co. (Bombay, Ld.)
" M. F. Reid, C.I.E., Mr. S. J. Gillum and Mr. R. H. Brooke, of the Bombay Company, Limited.
" C. H. E. Zerffi and M. W. T. Tootill, of Messrs. C. Macdonald & Co.
" A. H. Hammond and Mr. F. Ridehalgh of Messrs. Shaw, Wallace & Co.

Mr. D. M. Inglis, Mr. G. M. Wilson, and M. B. Brown, of Messrs. Finlay, Muir & Co.

„ A. Foulkes, of Messrs. Owen & Okell.

„ L. B. Ker and Mr. L. McIlwrick, of Messrs. Forbes, Forbes, Campbell & Co., Ld.

„ W. D. Hall, of Messrs. Latham, Abercrombie & Co.

„ N. G. Hunt and Mr. H. B. Hanna, of Messrs. Greaves, Cotton & Co.

„ O. Schilizzi, Mr. C. G. Nomico, and Mr. Th. Zourous, of Messrs. Ralli Brothers.

„ H. Kreis of Messrs. E. Spinner & Co.

„ F. W. Shaw and Mr. Edwin Yeo of Messrs. Fleming, Shaw & Co.

„ Mr. J. St. John Graham and Mr. L. Barraclough, of Messrs. W. & A. Graham & Co.

„ J. Fairclough and Mr. G. A. Plimmer, of Messrs. Ewart, Latham & Co.

„ R. Tilemann, of Messrs. Schroder, Smidt & Co.

„ H. Holmes, of Messrs. Gysi & Kleinjung.

„ Thos. Sharples and Mr. Alex. Thompson, of Messrs. Steniers, Ld.

„ E. Schumacher, Mr. S. de Leeuw and M. R. Tiedemann, of Messrs. Worman & Co.

„ D. Van Wygaarden, and M. J. Van Rykom, of the Holland-Bombay Trading Company, Ld.

„ S. H. Taylor, of Messrs. Allen Bros. & Co.

„ E. Pate, of Messrs. Holland and Moss., Ld.

„ H. Johnson, of Messrs. D. Sassoon & Co., Ld.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying, subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire, whether chosen by the arbitrators or appointed by the Committee of the Chamber, is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

FOR THE

MEASUREMENT FOR TONNAGE

of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

Adopted at a General Meeting of the Chamber, held on 6th March 1901.

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods:

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII:—

(*a*) Measurer shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these Rules.

(*b*) Measurement shall mean measurement by such measurer.

(*c*) Shipper shall mean the person shipping the goods or his representative.

(*d*) Quay shall mean a place in the Docks or at one of the Bunders recognised for the regular shipment of goods.

(*e*) Vessel shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the Quay to another vessel in the Port of Bombay.

(*f*) Boat shall mean a vessel, lighter, or craft used for the conveyance of goods from the Quay to a vessel in the Port of Bombay.

(*g*) Packages shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) Consignment shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) Lot shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurements shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Certificates of measurement shall be issued to shippers and/or to Ship Agents in such form and in such manner as the Committee for the time being shall from time to time provide.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the Shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The salaries of the Measurers and all other expenses connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorised to appoint and maintain such staff of Measurers and assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

Issued by the Committee of the Bombay Chamber of Commerce on the 20th March 1901, in pursuance of Section XVII of the Rules and Regulations adopted at a General Meeting of the Chamber held on the 6th March 1901.

(1) All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April 1901.

(2) The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3) All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4) The certificates of measurement issued in conformity with Rule XII shall show—

(*a*) the date, hour and place of measurement;
(*b*) the name of the shipper;
(*c*) the name of the vessel;
(*d*) the port of destination;
(*e*) the number and description of packages;
(*f*) the marks;
(*g*) the measurement;
and in the case of goods shipped by boats;
(*h*) the registered number of the boat;
(*i*) the name of the tindal;

The certificates of measurement shall be issued by the Measurers and shall in every case be signed by the Measurer who measured the goods. One copy only of each certificate shall be issued, and such single copy shall be handed to the shipper.

(5) The whole of the packages forming a consignment of not more than thirty-two packages must be deposited on the Quay before measurement is taken.

(6) Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages provided always that each lot, as soon as it is measured, is loaded into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7) Shippers failing to have each lot as soon as measured loaded into boats or shipped ; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed ; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties ; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which, it has been made.

(8) A Measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9) No goods shall be measured otherwise than on a Quay excepting under the special conditions contemplated under Rule XIV and Order 22.

(10) Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the Quay.

(11) In regard to packages of uniform dimensions, the Measurer shall use his judgment as to the proportion of such goods he should measure ; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12) In no case shall a shipper's man or men be allowed to put the Callipers on a package. A peon of the Chamber holding the Callipers may, when standing exactly in front, pull them tight with his hands, but not when standing on one side, nor shall he ever be allowed to pull the Callipers towards his chest or side or to put his shoulder to them.

(13) In measurement for length, care must be taken that the legs of the Callipers touch the ground, and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends, half the number of bales being measured on the marked end and half on the other end.

(14) Measurers when measuring pressed bales shall ascertain whether all are from one press or not, and under Orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15) In cases where the shipper shall hand to the Measurer a letter from the owner, agent or master of the vessel authorising the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16) The scale of Measurement fees leviable under Rules V and XVII shall be as follows :—

(*a*) On Cotton, Wool, Hemp, Aloe Fibre, Twist (white and coloured), Rags, and waste in pressed bales...pies 3 per bale.

(*b*) On Round Timber or Logs, each ..... annas 8

(*c*) On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a* & *b*) in packages of diverse dimensions...anna 1 per package. Subject to a rebate of pies 9 per package on the Measurer's certifying that the lot measured consisted of not less than 32 packages all of uniform dimensions.

(*d*) On goods of any description measured on board a vessel .... anna 1 per package.

(*e*) When the work of the Department admits of such an arrangement the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.

(*f*) The attendance of a Measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed may be secured on application to the Secretary, accompanied by the sum of Rs. 15, which shall be paid by him to the Measurer appointed by him to attend. The fee of Rs. 15 shall cover the services of one measurer for one ship. If two measurers are applied for two fees of Rs. 15 must be paid at time of application. If a measurer is required to work on more than one steamer a separate fee of Rs. 15 must be paid in respect of each steamer.

(*g*) The attendance of a measurer for night duty may be secured in the same manner as above.

(17) All disputes as to the applicability of (*d*) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to (*b*) a refund of pies 6 per package will be made on declaration of the said Committee emitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18) Refund of Measurement Fees in full shall be made in respect of consignment or portion of a consignment shut out after measurement.

(19) In respect of Round Timber and Logs, the measurement to be certified, in accordance with Order 4 (*g*), shall be as follows:—

Length in feet and inches: As found with tape.

Breadth: The mean of two measurements taken with calliper at thickest and thinnest portions.

Depth: Ditto ditto ditto.

The certificate shall also show under Order 4 (*a*) not only the time at which the work of measurement was commenced, but the time at which it was completed. On application to the Secretary, supported by evidence of time as here provided, Refund will be made of the difference between the fee as prescribed under Order (16) (*b*), and a charge of Rupees Two for every hour or part of an hour actually occupied in measurement.

(20) Refund of Measurement Fees shall not be made for any sum less than one Rupee.

(21) All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce who shall allow or disallow such claims in conformity with these Orders, but no claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(22) Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agent or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once, and to enter therein a claim to

have the goods in question or any portion of them remeasured. And on the said shippers or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each package to be remeasured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken, and shall give to the shipper or the owner, agent or master of a vessel a certificate of the measurement so found and write thereon the words "Protested Certificate. Fee paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

Provided that on any of the stations where more than one Measurer is employed, the Measurer whose measurements are disputed shall, immediately after receiving the protest and fee, call another Measurer who shall make the remeasurement in the manner above laid down, shall issue the "Protested Certificate" and forward the necessary statement to the Secretary.

(23) Should a shipper demand remeasurement under Order (22) and should such remeasurement in the opinion of the Secretary show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

(24) Every Measurer shall receive a book of temporary measurement slips together with indelible pencil and carbon paper for making such slips in triplicate. The Measurer will retain the first copy and from it write up his certificates; the second copy he will hand to the shippers at the time of measurement and the third to the ship agent's representative on demand.

Provided that when goods are shipped in boats for delivery alongside, the said third copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers.

(25) One Measurer shall attend in each chowki at 10-30 a.m. for issue of the certificates relating to measurements made on the previous day. Provided that some discretion as to the exact hour of attendance for the purpose stated may be exercised by Measurers on stations where the state of the tide greatly affects the work. Certificates not claimed on the day succeeding measurement shall be

preserved for one week and shall then be destroyed by the Measurer personally. Thereafter a certificate can be obtained only on application to the Secretary with the customary fee of Re. 1 for a duplicate certificate.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per cent.
1.	On effecting insurance on amount insured...	⅛
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1/16
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost ...	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	1/16
14.	On effecting remittances by Bills of Exchange	1/16
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estates for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

		Per cent
23.	On bills of exchange returned, noted or protested	½
24.	On granting and cashing letters of credit	½
25.	On depositing Government paper as security for constituents ...	½
26.	On deposits for short periods 2 or 3 months on amounts of not less than Rs. 25,000...	¼

NATIVE CONSIGNMENTS.

27. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

28.	On procuring freight	2½
	"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, *viz.*, at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."	
	Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.	
29.	On collecting freight	2½
30.	On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party	2½
31.	On shipping goods of every description on which no commission for the purchase has been charged	1
32.	On shipping treasure, bullion, and jewellery	⅛
33.	On ship's disbursements when not in funds	1
34.	On account of passage-money, whether the same passes through the Agent's hands or not	5
35.	For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
36.	On realizing Bottomry Bonds or negotiating any loan on *respondentia*	1
37.	On landing and re-shipping goods from any vessel in distress, stranded or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold	1
	If Opium, Indigo, Raw Silk or Silk Goods	½
	If Treasure, Precious Stones, or Jewellery	¼
38.	On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	2½

Note applicable to Rates of Commission generally — *When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 28 of the General Rates of Commission which fixes the rate on "procuring freight."*

SHIP FREIGHT INWARDS TO BOMBAY.
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January 1877, from which date payment will be regulated in conformity with the following Resolution:—

> "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable in such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.
PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888:—"That the resolution passed by the Chamber on 31st October 1876 regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows:—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2¼ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881:—

"That, having considered the question of ante-dating bills of lading either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the Agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said Agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That, while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

DELIVERY OF GOODS ON SUNDAYS AND OTHER HOLIDAYS.

RESOLUTION passed at the Annual General Meeting of the Chamber on 11th March 1903 :—

"That produce falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be."

POCKETS OF CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 17th February 1904 :—

"It is the opinion of the Chamber of Commerce that Pockets of cargo of any kind ought not to be of greater dimensions than 20"×28" and ought not to contain more than 56 lbs."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

AT the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously:—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary":—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October 1872.

SHIPS.

AT a General Meeting of Merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell Mitchell & Co., and unanimously carried:—"That from and after the 1st of January 1857, the following amended Scale be taken to regulate her Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously:—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously:—"That when freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman*.

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by Resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

That Rule I prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts. dead-weight.

The Tonnage Scale of the Bombay Chamber of Commerce up to 1901 consisted of three columns, namely, in the first column "Steamers, old scale," as established under the rules adopted at the General Meeting held on 8th October 1872, and under Rules II and III adopted at the General Meeting held on the 22nd July 1881 : and in the second column, "Steamers, new scale," as established under the rules adopted at the General Meeting held on 20th July 1883, together with the Rules II and III of 1881 aforesaid : and in the third column, "ships," as adopted at the General Meeting held on the 6th June 1856. Under the aforesaid Rules II and III of 1881, various alterations of and additions to the tonnage scale had been made from time to time, but the entering of such alterations and additions on the New Scale was not accompanied by removal of the original entry on the old scale. It was, therefore, resolved at the Annual General Meeting held on 12th March 1902, "that the following rates of tonnage hitherto shown upon the old scale, and which are hereby declared obsolete and void, be entirely deleted from the Tonnage Scale :—Bajree in bags, 16 cwts. ; Coffee in bags or Frazils, 12 cwts.; Copra in robbins, 8 cwts.; Gram in bags, 15 cwts.; Jovari in bags, 16 cwts.; Lang in bags, 16 cwts.; Mowra flowers, 16 cwts. ; Mussor in bags, 16 cwts. ; Teel or Gingelly seed, 14 cwts. ; Rape seed, 14 cwts.; Mustard seed, 14 cwts. ; Rice in bags, 16 cwts. ; Saltpetre, 16 cwts. ; Wheat, 16 cwts.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 cwt.
Annotto, in cases	40 feet.	50 feet.
Apparel	40 feet.	50 feet.
Arrowroot, in cases	40 feet.	50 feet.
Assafœtida, in cases	40 feet.	50 feet.
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 cwt.	20 cwt.
Barley, in bags	15 cwt.	.....
† Bran, in bags (pressed)	10 cwt.	.....
Do. do. (unpressed)	9 cwt.	.....
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags...	13 cwt.	16 cwt.
Blackwood, in straight square logs	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone-meal and bone-dust	20 cwt.	20 cwt.
Bone-meal, in bags (in accordance with the average quality of which a standard is preserved by the Chamber)	20 cwt.	.....
*Bones, crushed, in bags (as per Standard A preserved by the Chamber) ...	11 cwt.	.....
*Do. B do. do	14 cwt.	.....
*Do. C do. do.	17 cwt.	.....

† *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in a bag of 45½×25 inches.

* At the Annual General Meeting held on 6th March 1901, the following resolution was adopted :—That the following footnote to the item Crushed Bones in the Chamber's Tonnage Scale be added : These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bones, loose	.....	.....
Books	40 feet.	50 feet.
Borax, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Buffalo horns, in bundles	6 cwt.	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases...	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	50 feet.
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 feet.	50 feet.
Cinnamon, in bales	...	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 feet.	50 feet.
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	...	20 cwt.
Cocoa, in bags	10 cwt.	12 cwt.
Cocculus Indicus, in bags	13 cwt.	16 cwt.
Coffee, in cases	40 feet.	50 feet.
Do. in bags or frazils	14 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 cwt.
Colocynth, in cases	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins...	8 cwt.	12 cwt.
Do. in bags	...	12 cwt.
Cut Copra, in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags... ...	16 cwt.	20 cwt.
*Cotton Seed	13 cwt.	.....
Cotton, in bales	40 feet.	50 feet.
Cowries, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 cwt.	12 cwt.
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt.
† Cylindrical Packages, Rolls, &c.	40 feet.	40 feet.
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 cwt.	16 cwt.
Dhall, crushed, in bags	17 cwt.	.....
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 cwt.	20 cwt.

* The following resolution was adopted at the Annual General Meeting on 6th March 1901:—That Cotton Seed, cleaned, be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplement now being printed for publication with the report for the past year.

† On and after 1st April 1902, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages; namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product (Resolution adopted at Annual General Meeting of the Chamber held on 12th March 1902).

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fennel Seed	10 cwt	...
Fenugreek or Methey Seed	17 cwt.	...
Flour, in bags	18 cwt.	...
Do. middlings, or sharps, in bags	12 cwt.	...
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 cwt.	16 cwt.
Do. in cases	40 feet.	50 feet.
Ginger, dry, in cases	40 feet.	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram, in bags	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	16 cwt.
Do. unshelled	6 cwt.	8 cwt.
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags...	13 cwt.	16 cwt.
Do. (Persian), in double bags...	17 cwt.	...
Do. (Arabic) „ „		
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 feet.	50 feet.
Do. loose or in bundles	5 cwt.	7 cwt.
Hides & Skins, in screwed bales	40 feet.	50 feet.
Do. loose and in small bundles	40 feet.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 cwt.
Do. Deer, loose	6 cwt.	8 cwt.
Horn Tips, of any kind	13 cwt.	16 cwt.
Indigo, in cases	40 feet.	50 feet.
Iron, old	20 cwt.	20 cwt.
Iron Rails	20 cwt.	20 cwt.
Jackwood	40 feet.	50 feet.
Jowaree, in bags	18 cwt.	20 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lang, in bags	18 cwt.	20 cwt.
Do. crushed, in bags	17 cwt.	...
Linseed, in bags	16 cwt.	18 cwt.
Mace, in cases	40 feet.	50 feet.
Maize, in bags	16 cwt.	...
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	16 cwt.
Munjeet or Madder Root, in cases or bales ...	40 feet.	50 feet.
Do. in bundles or bags	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	20 cwt.	20 cwt.
Myrabollams, in bags	13 cwt.	16 cwt.
*Myrabollams, crushed, in bags	10 cwt.	...
Myrabollam Powder	15 cwt.	...
Niger Seed	14 cwt.	17 cwt.
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 feet.	50 feet.
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Im. gals.
Do. Cocoanut	11 cwt.	...
Do. Cake (machine pressed flat) except Cocoanut	17 cwt.	...
Do. do. Cocoanut (machine pressed flat) of all shapes	15 cwt.	...
Do. do. of all kinds (hand or bullock pressed)	12 cwt.	...

* *At the Annual General Meeting held on 11th March 1903, it was resolved that the following footnote to the item Crushed Myrabollams in the Chamber's Tonnage Scale be added :—*

This standard is for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber, which may fix any scale as per standards, intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A Survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Castor Seed, known as Bold Cawnpore description	10 cwt.	17 cwt.
Castor Seed, other sorts	13 cwt.	17 cwt.
Teel or Gingelly Seed	15 cwt.	...
Rape Seed	16 cwt.	...
Mustard Seed	16 cwt.	...
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 cwt.	16 cwt.
Pimento	12 cwt.	14 cwt.
Plumbago, in bags	16 cwt.	20 cwt.
Pollards, in bags	10 cwt.	...
Poppy Seed, in bags (1½ cwt.)	14 cwt.	17 cwt.
Do. double bags (1½ cwt.)	13 cwt.	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	17 cwt.
Do. double bags (1¼ cwt.)	14 cwt.	17 cwt.
Rattans, in bundles	13 cwt.	16 cwt.
Do. Ground	13 cwt.	16 cwt.
Red Wood...	13 cwt.	16 cwt.
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 feet.	50 feet.
Do. in bags	8 cwt.	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags	13 cwt.	...
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 feet.	50 feet.
Do. in bags	15 cwt.	18 cwt.

ARTICLES.	STEAMERS.	SHIPS.
Salt	To the Ton. 28 Indian maunds of 82¾ lbs.	To the Ton. 28 Indian maunds of 82¾ lbs.
Saltpetre	20 cwt.	20 cwt.
Sandal and Sapan Wood	11 cwt.	16 cwt.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 cwt.	10 cwt.
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 feet.	50 feet.
Sugar, in double bags	19 cwt.	20 cwt.
Talc	16 cwt.	20 cwt.
Tallow	40 feet.	50 feet.
Tamarinds	15 cwt.	18 cwt.
Tea, in chests	40 feet.	50 feet.
Timber, Teak: Square Planks and Poon ...	40 feet.	50 feet.
Do. Round, one-fifth off	...	...
Tobacco; in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 feet.	50 feet.
Turmeric, in bags...	11 cwt.	13 cwt.
Tutenague	16 cwt.	20 cwt.
Unrated Wood	11 cwt.	14 cwt.
Weed Seed (in bags)	10 cwt.	...
Whanghees (*vide* Canes)	13 cwt.	16 cwt.
Wheat	18 cwt.	20 cwt.
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 feet.	50 feet.
Wool, in screwed bales	40 feet.	50 feet.
Zedory	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

BOMBAY PORT TRUST.

SCALE OF RATES TO BE CHARGED AT THE WET DOCKS.

Framed and Sanctioned under Sections 43, 43A, and 43B "BOMBAY PORT TRUST ACT, 1879."

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs a. p.
0 6 0		1	Acids, *viz.*, :-Carbolic, Citric, Gallic & Tannic	Case ...	0 5 0	0 5 0
0 3 0		2	Do. do. do. do. ...	Drum ..	0 2 0	0 2 0
0 8 0		3	All other Acids...	Case ...	0 9 0	0 9 0
0 6 0		4	Do. do.	Half-case ...	0 6 0	0 6 0
0 6 0		5	Do. do.	Drum ...	0 5 0	0 5 0
0 1 0		6	Aërated Waters	One dozen ...	0 1 3	0 1 3
1 0 0		6A	Alabaster	Ton ...	2 4 0	2 4 0
0 4 0		7	Ale, Beer, Porter and Cider in wood ...	Hogshead ...	0 7 0	0 7 0
0 0 6	every 2 days or part thereof.	8	Do do do. do. in bottles ...	One doz. qts. or 2 doz. pints.	0 1 6	0 1 6
0 2 0		9	Do. do.	Kilderkin ...	0 3 6	0 3 6
0 1 0		10	Do. do.	Firkin ...	0 2 0	0 2 0
0 12 0		11	Almonds in bags	Ton ...	1 12 0	1 12 0
Measurement		11A	Almonds in Casks	Package ...	Measurement.	
0 8 0		12	Alum	Ton ...	1 4 0	1 4 0
0 9 0		12A	Ammonia in Cylinders	Package ...	0 9 0	0 9 0
0 12 0		13	Anchors	Ton ...	1 12 0	1 12 0
		14	Do.	Coolie-load ...	0 2 0	0 2 0

								Measurement.				
								2 4 0			2 4 0	
								Measurement.				
								Do.				
								1 12 0			1 13 0	
								4 0 0			4 0 0	
								0 6 0			0 6 0	
								2 0 0			2 0 0	
								0 4 0			0 4 0	
								Free.				
								0 4 0			0 4 0	
								0 8 0			0 8 0	
								0 8 0			0 8 0	
								0 7 0			0 7 0	
								0 4 0			0 4 0	
								0 1 6			0 1 6	
								0 2 0			0 2 0	
								0 7 0			0 7 0	
								0 7 0			0 7 0	
								0 4 6			0 4 6	
								0 5 0			0 5 0	
								1 13 0			1 13 0	
								2 12 0			2 12 0	
								2 0 0			2 0 0	
								10 0 0			10 0 0	
								2 0 0			2 0 0	
								Measurement.				

								Measurement.				
								0 12 0				
								Measurement.				
								Do.				
								1 12 0				
								0 12 0				
								0 2 0				
								0 12 0				
								0 12 0				
								0 2 0				
								0 4 0				
								0 4 0				
								0 4 0				
								0 3 0				
								0 1 0				
								0 0 6				
								0 2 0				
								0 4 0				
								0 2 0				
								0 2 0				
								0 12 0				
								1 0 0				
								0 10 0				
								6 0 0				
								0 12 0		

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 1 0		41	Biscuits in tins, loose	One dozen ...	0 4 6	0 4 6
Measurement		42	Blood-stones, Cambay stones and Gold-stones	Case or package ...	0 5 0	0 5 0
1 8 0		43	Boats, ordinary ships'	Each ...	2 8 0	2 8 0
		44	Boilers	.....	Same rates as Machinery.	
0 12 0		45	Bones, Bone-dust, Bone-meal and Blood manure	Ton ...	1 12 0	1 2 0
Measurement		46	Books	Case or package ...	Measurement	
Do.		47	Boots and Shoes, foreign	Do. ...	Do.	
0 12 0		48	Borax, unrefined	Ton ...	3 0 0	2 0 0
Measurement		49	Bottles, empty, Medicine Phials	Case or Package ...	Measurement.	
0 3 0		50	Bottles, empty, quarts	Gross ...	0 6 0	0 6 0
0 2 0		51	Do. do. pints	Do. ...	0 4 0	0 4 0
Measurement		52	Do. do. of smaller size than pints...	Case or package ...	Measurement.	
0 12 0		53	Bran	Ton ...	0 12 0	0 12 0
		54	Brass Leaves—*see* Orsidue.			
0 12 0		55	Do. of sorts and Brassware ..	Do. ...	2 0 0	2 0 0
Measurement		56	Do. do. when no weight given.		Measurement.	
0 0 6		57	Bricks, Bath	Dozen ...	0 0 6	0 0 6
0 12 0		58	Do. Fire	Ton ...	1 12 0	1 12 0
0 2 0		59	Buckets, Iron	One Dozen ...	0 3 0	0 3 0
0 8 0	every 2 days or part thereof.	60	Bullion, Specie, Gold and Silverware, Plate, &c	Box or case ...	0 8 0	0 8 0

0	12	0	wharfage for	61	Camphor	Ton ...	2	12	0	2 12 0
0	4	0		62	Camphorwood Drawers and Boxes	Each case ...	0	8	0	0 8 0
0	1	0		63	Candles	Cwt. ...	0	4	0	0 4 0
				64	Canes—*see* Rattans.					
0	4	0		65	Canvas	Bale ...	0	8	0	0 8 0
0	1	0		66	Do.	Bolt ...	0	2	6	0 2 6
0	4	0		67	Cardboards and Strawboards...	Case or bale ...	0	6	0	0 6 0
0	5	0		68	Carpets, woollen or foreign	Case or package ...	0	11	0	0 11 0
0	4	0		69	Do. cotton	Do. ...	0	6	0	0 6 0
0	1	0		70	Cardamoms	Cwt. ...	0	4	0	0 4 0
				71	Do. bastard—*see* Spices.					
3	0	0		72	Carriages, four-wheeled	Each ...	10	0	0	10 0 0
2	0	0		73	Carriages, two-wheeled	Do. ...	8	0	0	8 0 0
3	0	0			* Do. to or from Indian Coast Ports, 4-wheeled.	Do. ...	4	0	0	4 0 0
2	0	0			Do. do. do. do. 2 do.	Do. ...	3	0	0	3 0 0
0	12	0		74	Cassaware	Ton ...	2	0	0	1 12 0
0	1	0		75	Casks and Hogsheads, empty	Each ...	0	2	6	0 2 6
0	0	9		76	Do. do. half and quarter ...	Do. ...	0	1	3	0 1 3
0	2	0		77	Butts, Pipes and Puncheons	Do. ...	0	3	6	0 3 6
0	12	0		78	Cement	Ton ...	1	2	0	1 2 0
0	12	0		79	Chalk	Do. ...	1	6	0	1 6 0
Measurement				80	Cheese, in cases	Case ...	Measurement.			
0	0	6		81	Do. loose	Each ...	0	0	6	0 0 6
				82	Chemicals—*see* Drugs and Medicines					
0	12	0		83	Chillies, dried	Ton ...	1	2	0	1 2 0
0	12	0		84	China, copper cash	Do. ...	1	12	0	1 12 0
0	8	0		85	Do. white copperware	Case ...	0	8	0	0 8 0
0	3	0		86	Do. garden seats	Each ...	0	4	0	0 4 0
Measurement				87	Do. and Japanware	Case ...	Measurement.			
0	1	6		88	Do. ware in rolls, large	One dozen ...	0	4	6	0 4 6
0	1	6		89						

* Such carriages will only be allowed to remain in the transit shed or in the open for 24 hours free of rent. The fee will be repeated for every 3 days they remain on the Dock premises beyond 24 hours.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	*Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 1 0		90	China Preserves, Chow-chow, &c.	Case of over ½ doz.	0 5 0	0 5 0
0 1 0		91	Do. do. do.	Case of ½ doz. & under	0 3 0	0 3 0
0 12 0		92	Do. Roots	Ton ...	2 0 0	2 0 0
Measurement		93	Cigars or Cheroots	Case ...	Measurement.	
0 12 0		94	Clay, China and Fire	Ton ...	2 0 0	2 0 0
0 3 0		95	Clocks	Case of under 8 c.ft.	0 8 0	0 8 0
0 6 0		96	Do.	Do. over 8 c.ft. ...	0 14 0	0 14 0
1 0 0		97	Clove, Stems	Ton ...	1 4 0	1 4 0
0 12 0		98	Coal, Coke, Cinders, Ashes, Patent Fuel, Dust and Rubbish	Do. ...	0 14 0	0 14 0
0 12 0	every 2 days or part thereof.	99	Coal and Coke in bags	Do. ...	0 10 0	0 10 0
0 4 0		100	Cocoanuts (with a minimum charge of 2 as. per bag)	Per 1,000 ...	0 8 0	0 8 0
0 2 0		101	Cochineal	Cwt. ...	0 3 3	0 3 3
0 12 0		102	Coffee	Ton ...	1 8 0	1 4 0
0 1 6		103	Coins, copper	Box or package ...	0 3 0	0 3 0
		104	Do. gold and silver—*see* Bullion.			
0 12 0		105	Coir, Fibre	Ton ...	1 2 0	1 9 0
0 4 0		106	Do. pressed	Bale ...	0 3 6	0 3 6
0 12 0		107	Do. Rope, Cable, Cordage and Yarn ...	Ton ...	1 2 0	1 4 0
0 12 0		108	Colomba-root	Do. ...	2 0 0	2 0 0
Measurement		109	Confectionery	Case ...	Measurement.	

0 12 0			110	Copper Sheets...	Ton	...	2 0 0		1 4 0	
0 12 0			111	Do Cakes, Slabs or Tiles	Do.	...	1 12 0		1 8 0	
0 12 0			112	Do. Ware and Wire	Do.	...	2 0 0		1 12 0	
Measurement			113	Do. do. when no weight is given ...	Package	...	Measurement.			
0 12 0			114	Copperas, Sulphate of Iron and Sulphate of Copper	Ton	...	2 0 0		2 0 0	
0 12 0			115	Copra	Do.	...	1 0 0		1 9 0	
0 4 0			116	Coral	Box	...	0 13 0		0 13 0	
Measurement			117	Do. imitation	Case	...	Measurement.			
0 12 0			118	Cordage and Rope—Hemp, Europe and Manilla	Ton	...	2 4 0		2 4 0	
0 12 0			119	Coriander seed	Do.	...	1 9 0		1 9 0	
Measurement			120	Corks	Bale or case	...	Measurement.			
			121	Cotton, Raw*—						
0 4 0			A	Indian pressed bales (3½ cwts. *plus* tare) or docras of 3 cwts, or under	Bale or Docra	...	0 2 0		0 2 0	
0 5 0			B	American or other pressed bales of 4 cwts. or over	Bale	...	0 3 6		0 3 6	
0 8 0			C	Egyptian or other pressed bales of 6 cwts. or over and unpressed bales or docras of over 3 cwts.	Bale or Docra	...	0 5 0		0 5 0	
			122-123	*Cancelled.*						
0 12 0			124	Cowries...	Ton	...	1 8 0		1 8 0	
0 6 0			125	Crackers, China	Case of 1 picul of 133 lbs.	...	0 6 0		0 6 0	
0 6 0			126	Do. do.	Do. under 1 picul	...	0 4 0		0 4 0	

* Cotton intended for export from Wet Docks which has already paid the Trustees' full wharfage fee on export from another Bunder is allowed to be landed at the Harbour side of the East Wharf of the Docks, and will be shipped at 2/3rds of the above rates. If cotton so landed is not removed from the East Wharf within 3 days from date of landing an extra fee of half wharfage rate as above will be charged, and will be repeated for every additional 3 days or part of 3 days.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
Measurement		127	Crockery, Queen's porcelain and earthenware.	Crate or hhd. ...	Measurement	0-4-0 for a case up to 12 c.ft. 0-6-0 do. 20c.ft and above 20 c. ft. under items Nos. 403 and 407.
0 12 0		128	Cumin seed	Ton ...	2 12 0	2 12 0
Measurement		129	Cutlery...	Case ...	Measurement.	
1 12 0		130	Dammer	Ton ...	2 1 0	2 1 0
0 12 0		131	Dates, dry	Do. ...	1 0 0	1 0 0
0 12 0		132	Do. wet	Do. ...	1 0 0	1 0 0
0 3 0		133	Do. in pots	One doz. pots. ...	0 6 0	0 6 0
0 12 0		134	Disinfecting Powder...	Ton ...	1 8 0	1 8 0
Measurement	every 2 days or part thereof.	135	Drugs and Medicines, foreign, not enumerated.	Case ..	Measurement.	
1 0 0		136	Drugs, country	Ton ...	2 4 0	2 4 0
0 4 0		137	Do. do.	Case ...	0 3 0	0 3 0
0 12 0		138	Dyes, country and foreign in bulk ...	Ton ...	2 0 0	2 0 0
0 3 0		139	Dyes, foreign	Case or package ...	Measurement.	
0 3 0		140	Dragon's blood	Do. ...	0 7 0	0 7 0
		141	Earthenware, foreign—*see* Crockery			

1 0 0		142	Earthenware Piping, Retorts, &c., for Drainage	Ton ...	1 12 0		1 12 0			
		143	Elephants' Tusks and Moyes' Teeth—*see* Ivory.							
0 4 0		144	Fans	Case ...	0 7 0		0 7 0			
0 12 0		145	Fat, Grease, Lard and Tallow	Ton ...	2 0 0		2 0 0			
0 4 0		146	Feathers...	Case or Package ...	0 7 0		0 7 0			
Measurement.		147	Felt	Bale ...	Measurement.					
1 0 0		148	Firewood	Ton ...	0 12 0		0 12 0			
1 0 0		149	Fishmaws	Do. ...	2 2 0		2 2 0			
0 4 0		150	Flax and Linen Piece-goods	Bale ...	0 7 0		0 7 0			
0 12 0		151	Flour, except Cornflour and Farinaceous preparations in tins (*vide* items 271-3) ...	Ton ...	0 10 0		0 8 0			
Measurement		152	Fruits, fresh, foreign	Case ...	0 2 0		0 2 0			
		153	Do. do. do.	Barrel ...	0 2 6		0 2 6			
0 12 0		154	Do. dried, not enumerated	Ton ...	2 0 0		2 0 0			
0 2 0		155	Do. do. from Europe	Case ...	Measurement.					
Measurement		156	Do. fresh, from Zanzibar and Muscat ...	Basket ...	0 2 0		0 2 0			
Do.		157	Furniture	Case ...	Measurement.					
0 1 0		158	Chairs, loose	Each ...	0 1 6		0 1 6			
		159	Gallnuts—*see* Myrabolams.							
1 0 0		159A	Gallnuts, Persian	Ton ...	As Country Drug.					
1 0 0		160	Ghee	Do. ...	1 12 0		1 12 0			
0 12 0		161	Ginger, dry	Do. ...	1 2 0		1 4 0			
Measurement		162	Glassware	Hhd. or crate ...	Measurement.					
0 1 6		163	Glass, window	Box under 6 c. ft. ...	0 2 6		0 1 9			
Measurement		163A	Do.	„ over 6 c. ft. ...	Measurement.					
0 4 0		164	Do. broken	Box or package ...	0 6 0		0 6 0			
0 4 0		165	Goats' hair, pressed	Bale ...	0 6 0		0 3 0			
		166	Gold, Gold-leaf, &c.—*see* Bullion.							
0 2 0		167	Gold leaf, mock	Box or package ...	0 3 0		0 3 0			
0 12 0		168	Grains, Wheat, Bajri, Jowari, Gram, Rice, Barley, &c.	Ton ...	0 9 0		0 8 0			
0 12 0		169	Ground-nuts	Do. ...	0 13 0		0 13 0			

¼ wharfage for

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	IMPORTS. Wharfage.	EXPORTS. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 12 0		170	Gums of sorts, Copal, Ammoniac, Arabic, Benjamin Bdellium	Ton.	2 4 0	2 0 0
0 6 0		171	Gunny pieces and bags	Bale of over 200 pieces ...	0 5 0	0 6 0
0 4 0		172	Do. do.	{ Half bale (above 50 & up to 200 pieces) }	0 4 0	0 4 0
0 1 0		173	Do. do.	Bale of 50 pieces ...	0 2 0	0 2 0
Double the Magazine Rate.		174	Gunpowder	Package ...	Special.	
Do.		175	Guns, large—Cannons, Howitzers, &c.—*see* Military Stores.			
0 4 0	every 2 days or part thereof.	176	Guns, Small Arms, Sporting Guns, Rifles ...	Each ...	0 9 0	0 9 0
0 2 0		177	Do. do. Pistols, Revolvers, &c.	Do. ...	0 7 0	0 7 0
Measurement		178	Haberdashery, Millinery, Hosiery, &c. ...	Case ...	Measurement.	
Do.		179	Hams in cases	Do. ...	Do.	
0 1 0		180	Do: in canvas, loose	Do. ...	0 0 6	0 0 6
0 12 0		181	Hardware	Ton ...	2 4 0	1 12 0
Measurement		182	Do. when no weight is given	Case ...	Measurement.	
0 8 0		183	Harmonium and Organs if under 20 cubic ft.	Each ...	1 4 0	1 4 0
1 0 0		184	Do. do. if 20 c. ft. and under 30 c. ft.	Do. ...	1 13 0	1 13 0
1 8 0		185	Do. do. „ 30 c. ft and „ 40 c. ft.	Do ...	2 6 0	2 6 0
2 0 0		186	Do. do. „ 40 c. ft. and „ 50 c ft.	Do. ...	3 0 0	3 0 0
2 4 0		187	Do. do. „ 50 c. ft. and „ 60 c. ft.	Do. ...	5 0 0	5 0 0
2 8 0		188	Do. do. „ 60 c. ft. and „ 70 c. ft.	Do. ...	8 0 0	8 0 0

2 12 0		189	Harmo.& Organs if 70 c. ft. and under 80 c. ft.			Do.	...	12 0 0	12 0 0	
3 0 0		190	Do. do. „ 80 c. ft. and over			Do.	...	15 0 0	15 0 0	
Measurement		191	Harness and Harness requisites			Case	...	Measurement.		
		192	Hats and Caps—*see* Haberdashery.							
0 4 0		193	Hay and Straw, pressed	...	...	Bale	...	0 4 6	0 4 6	
0 12 0		194	Hemp, loose, in bundles	...	....	Ton	...	1 13 0	1 15 0	
0 4 0		195	Hemp, pressed ...	...	...	Bale	...	0 4 0	0 3 0	
0 4 0		196	Hessians...	...	...	Do.	...	0 5 0	0 8 0	
0 8 0		197	Hides, Buffalo, &c.	...	...	One hundred	...	1 0 0	1 0 0	
0 12 0		198	Horns, of kinds	...	...	Ton	...	1 6 0	1 6 0	
Special.		199	Ice	...	...	Do.	...	1 12 0	1 12 0	
		200	Do. small quantities for use of ships in Docks					Free.		
		201	Incense—*see* Olibanum.							
Measurement		202	Indian Condiments	...	...	Case		Measurement.		
0 12 0		203	Indigo ...	...	...	Ton	...	2 0 0	2 0 0	
Measurement		204	Instruments, Drawing, Mathematical, Musical, &c., not enumerated	...	...	Case	...	Measurement.		
0 6 0		205	Ink	...	...	Case or package	...	0 11 0	0 11 0	
0 8 0		206	Do.	...	...	Cask	...	0 14 0	0 14 0	
Measurement		207	Do.	...	...	Package of not more than 50 lbs.	...	0 2 0	0 2 0	
0 12 3		208	Ironmongery	...	...	Ton	...	2 4 0	2 0 0	
Measurement		209	Do. when no weight is given			Package	...	Measurement.		
0 12 0	¼ wharfage for every 3 days or part thereof.	210	Iron and Steel— (i) Iron or Steel Bars, Hoops, Pig, Rods, Scrap, Sheets, Bands, Angle, T, and Old.			Ton	..	1 3 0	1 2 0	
0 12 0			(ii) Steel, Fagot, Keg, Spring and Octagon.			Do.	...	1 8 0	1 8 0	
0 12 0		211	Iron or Steel—other than the foregoing, including Girders, Castings, Pipes, &c., under 1½ tons weight, and galvanized iron Tubes and Pipes	...	...	Do.	...	1 10 0	1 10 0	

¼ wharfage for

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs a. p.		212	Iron or Steel—for weights above 1¼ tons—*see* Rates for Machinery.		Rs. a. p.	Rs. a. p.
0 2 0		213	Ivory, Elephants' Tusks, &c....	Cwt. ...	0 3 3	0 3 0
0 4 0		214	Ivoryware	Package ...	0 10 0	0 10 0
0 12 0		215	Jaggery	Ton ...	0 12 6	0 12 6
0 4 0		216	Jars, fancy, large, China and Japan... ...	Each ...	0 3 0	0 3 0
1 8 0		217	Do. common, large	One hundred ...	6 0 0	6 0 0
1 0 0		218	Do. do. small	Do. ...	4 0 0	4 0 0
1 0 0		219	Jewellery and Trinkets*	Box or package ..	1 8 0	1 8 0
0 4 0		220	Jewellery and Trinkets, imitation	Do. ...	0 8 0	0 8 0
0 4 0	every 2 days or part thereof.	221	Jute, pressed	Bale ...	0 5 0	0 3 0
0 8 0		222	Kerosene Oil	Case of 8 imp. gal. ...	0 1 3	0 1 3
0 12 0		223	Khootwood	Ton ...	2 0 0	2 0 0
1 0 0		224	Lac	Do. ...	2 8 0	2 8 0
0 2 0		225	Lac-dye	Package ...	0 7 0	0 7 0
0 4 0		226	Lace and Thread, Gold and Silver, or Kinkob	Do. ...	0 8 0	0 8 0
Measurement		227	Do. do. do. do. mock ...	Case or package ...	Measurement.	
0 12 0		228	Lead, Pig, Piping, Sheet and Rolls	Ton ...	1 8 0	1 8 0
0 12 0		229	Do. Black, White and Red...	Do. ...	2 4 0	2 4 0
0 12 0		229A	Lead, Red, Imitation (Red Earth or Ochre).	Do. ...	1 0 0	1 0 0
0 12 0		230	Lead Shot	Do. ...	2 4 0	2 4 0
Measurement		231	Leather, foreign	Case or package ...	Measurement.	
0 12 0		232	Liquorice root...	Ton ...	2 0 0	1 8 0

			233	Live Stock :—								
Special.		½ wharfage for	233 1	Bullocks	Each	...	1	0	0	1	0	0
			A	Cows and Buffaloes...	Do.	...	1	12	0	1	12	0
			B	Calves and Pigs	Do.	...	0	10	0	0	10	0
			C	Dogs and Monkeys	Do.	...	0	3	0	0	3	0
			D	Donkeys	Do.	...	1	12	0	1	12	0
			E	Deer	Do.	...	0	10	0	0	10	0
			F	Elephants	Do.	...	6	0	0	6	0	0
			G	Fowls and Ducks	One dozen	...	0	3	6	0	3	6
			H	Goats and Sheep	Each	...	0	5	0	0	5	0
Special.			I	Horses †	Do.	...	2	0	0	2	0	0
			J	Mules	Do.	...	2	0	0	2	0	0
			K	Pigeons, Quails and Partridges	Per dozen	...	0	2	0	0	2	0
			L	Turkeys and Geese	Do.	...	0	6	0	0	6	0
			M	Tigers, Bears, Crocodiles, and other Wild Animals	Each	...	5	0	0	5	0	0
			M-1	Tigers and other Wild Animals, cubs of...	Do.	...	1	0	0	1	0	0
			N	Other small birds						Free.		
			O	Small birds or animals, such as Cats, Monkeys, &c., in charge of the owner.						Do.		
			P	Animals for public gardens in India ...						Do.		
			234	Luggage of European sailors, ship Captains, members of the Water Police, and Preventive Officers when proceeding on or returning from duty at the Docks ...						Do.		
			235	*Cancelled.*								
			236									
0	12	0	237	Machinery, up to ¼ ton weight	Ton	...	1	4	0	1	4	0

* Packages containing single articles of Jewellery and Trinkets shall be charged for under Item 398.

† When horses are landed or shipped in boxes, wharfage will be charged only on the horses.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	IMPORTS. Wharfage.	EXPORTS. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
1 4 0		238	Machinery over ½ and not exceeding 1½ tons.	Ton ...	1 10 0	1 10 0
1 12 0		239	Do. over 1½ and not exceeding 5 tons.	Do. ...	1 14 0	1 14 0
2 0 0†		240	Do. over 5 and not exceeding 8 tons.	Do. ...	2 4 0	2 4 0
2 8 0†		241	Do. over 8 and not exceeding 11 tons.	Do. ...	4 0 0	4 0 0
3 0 0†		242	Do. over 11 and not exceeding 15 tons.	Do. ...	5 0 0	5 0 0
4 0 0†		243	Do. over 15 and not exceeding 100 tons.	Do. ...	7 8 0	7 8 0
0 12 0		244	Madder or Munjeet	Do. ...	2 0 0	1 8 0
1 0 0		245	Marble and Marble Slabs	Do. ...	2 4 0	2 4 0
Double Measurement.		246	Matches	Case ...	Measurement.	
0 4 0		247	Mats of sorts, foreign	Package of 50 ...	0 5 6	0 5 6
0 2 0		248	Do. country...	One hundred ...	0 6 0	0 6 0
Measurement		248A	Mats, Zanzibar...	Package ...	Measurement.	
0 4 0		249	Matting, coir	Do. ...	0 5 0	0 5 0
0 6 0		250	Do. rolls of coir carpet...	Do. ...	0 8 0	0 8 0
		251	Medicines—*see* Drugs.			
0 12 0		252	Metals, unenumerated...	Ton ...	2 0 0	1 4 0
	every 2 days or part thereof.	253	Military Stores, other than Arms, equipment not enumerated, up to 5 tons ...	Same rates as Machinery.		
Machinery Rates.		254	Do. for weights above 5 tons ...	Do. ...	2 0 0	2 0 0
		255	Do. do. when no weight is given	Package ...	Measurement.	
		256	Millinery—*see* Haberdashery.			

0	4	0	½ wharfage for	257	Mill furnishings—*see* Rates for Machinery.						
0	12	0		258	Mineral waters...	Case or cask ...	0	5	0	0	5	0
Machinery Rates.				259	Mother-o'-Pearl Shells	Ton ...	2	4	0	1	12	0
				259A	Motor Cars, Wagons and Lorries, and their Accessories.	Case or package ...	Same rates as machinery.					
2	0	0		259B	Motor Bicycles or Tricycles	Do. ...	8	0	0	8	0	0
0	12	0		260	Mowra Flowers...	Ton ...	0	15	0	0	15	0
0	4	0		261	Musk	Case or package ...	1	4	0	1	4	0
0	12	0		262	Myrabolams or Gall-nuts and Beeda-nuts ...	Ton ...	0	15	0	0	15	0
0	12	0		263	Nails, of sorts	Do. ...	1	12	0	1	12	0
0	6	0		264	Naphtha	Case or carboy ...	0	3	0	0	3	0
0	12	0		265	Nux Vomica	Ton ...	2	0	0	1	8	0
0	12	0		266	Oilcake	Do. ...	1	2	0	1	2	0
0	2	0		267	Oils—Linseed, Castor, Gingelly, and other Vegetable and Lubricating oils.	Tin, drum or case up to 10 Imperial gals.	0	2	6	0	2	6
0	12	0		268	Do. do. do. do in casks...	Ton ...	1	8	0	1	8	0
0	8	0		269	Oils, perfumed...	Case or pot ...	0	10	0	0	10	0
Measurement				270	Oilcloth and Floorcloth	Ton ...	2	0	0	2	0	0
0	1	0		271	Oilman's Stores	Case below 2 c. ft. ...	0	2	0	0	2	0
0	1	6		272	Do.	Case from 2 to 5 c. ft.	0	4	0	0	4	0
Measurement				273	Do.	Case from 5 c. ft. and upwards ...	Measurement.					
1	0	0		274	Olibanum or Incense	Ton ...	1	12	0	1	8	0
1	8	0		275	Opium	Chest of 140 lbs. ...	1	12	0	1	4	0
0	12	0		276	Do.	Half chest ...	0	14	0	0	10	0
				276A	Ore, Manganese	Ton ...	.....			0	8	0
				276B	Do. Manganese, shipped at the Jetty Berths, Prince's Dock	Do. ...	.....			*0	10	6
				276C	Ore, Mineral, other than Manganese ...	Do. ...	.....			0	12	0
				277	Organs and Harmoniums—*see* Harmoniums.							
0	2	0		278	Orsidue or brass leaves	Package ...	0	2	6	0	2	6
0	1	0		279	Overland post parcels	Each ...	0	2	6	0	2	6
0	12	0		280	Paints, oil	Ton ...	2	4	0	2	4	0

* Includes the use of the Trustees' Tramway.

† Plus cranage fees as fixed at the Docks.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 4 0		281	Paper, of kinds (including Bales of old newspapers)	Case or bale ...	0 6 0	0 6 0
0 4 0		281A	Paper imported from Calcutta or any Ports of British India	Bale ...	0 4 0	0 6 0
1 0 0		282	Pearls	Box or package ...	1 0 0	1 0 0
0 4 0		283	Do. imitation	Do. do. ...	0 7 0	0 7 0
As Oilman's	Stores.	283A	Peas, blue, from Europe	Package ...	As Oilman's Stores.	
0 12 0		284	Pepper of kinds and Pepper Roots	Ton ...	2 0 0	1 12 0
Measurement			Perambulators	Case ...	Measurement.	
Do.		285	Perfumery—Hair Oil, Pomades, &c. ...	Do. ...	Do.	
4 0 0		286	Pianofortes	Each ...	5 0 0	5 0 0
2 0 0		286A	Pianolas	Do. ...	2 0 0	2 0 0
0 4 0	every 2 days or part thereof.	287	Piece-goods, Cotton, including Printed Handkerchiefs, Melton Shawls, Harness Shawls, Turkey Red Shawls	Bale ...	0 4 0	0 2 6
0 4 0		288	Piece-goods, Silks and Velvets	Do. ...	0 12 0	0 12 0
0 4 0		289	Do. Cotton and Silk, large bales ...	Do. ...	0 12 0	0 12 0
1 12 0		290	Do. Woollens...	Do. ...	0 6 0	0 6 0
		291	Pitch	Ton ...	2 2 0	2 2 0
		292	Porcelain—*see* Crockery.			
		293	Plants for public gardens in India... ...		Free.	
		294	Platedware—*see* Bullion.			

1	0	0		295	Precious Stones	Box or case ..	1	0	0	1	0	0
				296	Provisions, fresh, for voyage*	Coolie-load ..	0	1	0	0	1	0
				297	Do. for daily use of Ships in Docks ...				Free.			
0	2	0		298	Quicksilver	Bottle ...	0	5	0	0	5	0
0	2	0		299	Rags	Bale or package ..	0	4	0	0	3	0
See Machinery.				300	Railway Plant and Materials		Same rates as Machinery.					
				301	Raisins—*see* Fruits, dried.							
0	12	0		302	Rattans	Ton ...	2	4	0	2	4	0
0	1	0		303	Do. Malacca	One dozen ...	0	3	0	0	3	0
0	12	0		304	Rose-flowers, dried	Ton ...	2	4	0	2	4	0
0	2	0		305	Rose-water	Case ..	0	2	6	0	2	6
0	1	0		306	Do.	Carboy ..	0	1	0	0	1	0
				307	Rope—*see* Cordage.							
1	12	0		308	Rosin	Ton ...	2	4	0	2	4	0
				309	Saddlery—*see* Harness.							
0	12	0		310	Safflower...	Ton ...	2	8	0	1	12	0
0	6	0		311	Saffron	Case ...	1	0	0	1	0	0
0	12	0		312	Sago	Ton ...	2	4	0	2	4	0
Measurement				313	Do.	Case or package.	Measurement.					
0	12	0		314	Salammoniac	Ton ...	2	4	0	2	4	0
0	12	0		315	Salt, country	Do. ...	0	6	0	0	6	0
				316	Do. Refined—*see* Oilman's Stores.							
0	12	0		316A	Do. English in Bulk	Ton ...	0	6	0	.....		
0	12	0		317	Saltpetre	Do. ...	2	0	0	2	0	0
0	1	0		318	Samples, Cotton, small				Free.			
0	1	0		319	Do. other than above	Parcel ...	0	1	0	0	1	0
Measurement				320	Do. do. in case	Case ...	Measurement.					
0	12	0		321	Sandalwood	Ton ...	2	0	0	2	0	0
Measurement				322	Do. boxes and ware	Package ...	0	7	0	0	7	0
0	12	0		323	Sapanwood	Ton ...	1	10	0	1	6	0
0	12	0		324	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	Do. ...	0	10	0	0	11	0

* Other *bonâ fide* ship's stores (including live-stock for use on voyage), furniture, tools and materials for repairs imported or exported at Wet Docks are liable to half the Wharfage charges shown in this scale.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 12 0		325	Seeds other than Oil-seeds, unenumerated...	Ton ...	1 12 0	1 12 0
0 12 0		326	Senna Leaves	Do. ...	2 4 0	1 12 0
1 0 0		327	Shark Fins and Samoodar Fins	Do. ...	2 2 0	2 2 0
0 8 0		328	Shawls, Cashmere and Delhi...	Case or package ...	0 14 0	0 12 0
0 4 0		329	Shawls, European	Do. do. ...	Measurement.	
0 12 0		330	Shellac	Ton ...	2 8 0	1 12 0
0 3 0		331	Shells, in cases, unenumerated	Case ...	0 7 0	0 7 0
0 12 0		332	Do. in bags and loose, unenumerated ...	Ton ...	2 0 0	1 8 0
0 1 6		333	Shovels	Per dozen ...	0 3 0	0 3 0
0 4 0		334	Silk, Raw	Case or bale ...	0 8 0	0 8 0
		335	Do. Piece-goods—*see* Piece-goods.			
		336	Silverware—*see* Bullion.			
Measurement	every 2 days or part thereof.	337	Skins, Goat and Sheep, tanned	Bundle, bale or case.	0 6 0	0 6 0
Do.		338	Soap, perfumed, foreign	Case ...	Measurement.	
Do.		339	Do. bar do.	Do. ...	Do.	
Do.		340	Do. do. do. in small boxes ...	Per cubic foot ...	0 2 0	0 2 0
1 0 0		341	Do. country, soft, and bar	Ton ...	1 12 0	1 12 0
0 12 0		342	Spelter and Solder	Do. ...	1 14 0	1 14 0
1 0 0		343	Spices—Cinnamon, Mace, Nutmegs, Cloves, Bastard Cardamoms, and others, unenumerated	Do. ...	1 12 0	1 8 0
		344	Cardamoms—*see* Special Rate for Cardamoms.			
0 0 2		345	Spirits, Liquors, and Wines in wood ...	Imp. gal. ...	0 0 3½	0 0 3½

0 0 9	½ wharfage for	346	Do. do. do. in bottle ...	1 doz. qts. or 2 doz. pints ...	0 2 0	0 2 0
Measurement		347	Stationery, unenumerated	Case or cask ...	Measurement	
		348	Steel—*see* Iron and Steel, Items 210—212.			
0 12 0		349	Sugar, Sugar-candy and Molasses	Ton ...	0 12 6	0 12 6
0 2 0		350	Do. Loaf or Chopped	Case of 1 cwt. & over.	0 5 0	0 3 6
Measurement		351	Do. do. do.	Case under 1 cwt. ...	Measurement.	
1 12 0		352	Sulphur	Ton ...	2 2 0	2 2 0
		353	Tallow—*see* Fat.			
1 0 0		354	Tamarind	Do. ...	1 4 0	1 4 0
1 12 0		355	Tar	Do. ...	2 2 0	2 2 0
0 6 0		355A	Tarpaulins, new	Bale ...	0 8 0	0 8 0
0 3 0		355B	Do. old	Do. ...	0 4 0	0 4 0
0 1 0		356	Tea	Package up to 15 lbs.	0 1 0	0 1 0
0 1 0		357	Do.	Pkge. above 15lbs. & up to 30 lbs.	0 2 0	0 2 0
0 2 0		358	Do.	Do. above 30 lbs. & for every 60 lbs.	0 3 0	0 3 0
0 12 0		358A	Do.	Package of 180 lbs. ...	.....	0 8 0
Measurement		359	Thread	Case ...	0 6 0	0 5 0
0 12 0		360	Tiles, flooring	Ton ...	2 4 0	2 4 0
0 12 0		361	Do. foreign	1,000 ...	3 12 0	3 12 0
Per ton						
0 12 0		362	Do. Mangalore	Regtr. ton of vessel...	1 12 0	1 12 0
1 8 0		363	Timber—Blackwood, Ebony, Teak and Pine, in logs and squares	Ton of 50 cubic ft. ...	1 12 0	1 12 0
0 12 0		364	Do. planks and scantlings	Do. ...	1 4 0	1 4 0
0 12 0		365	Tin, of kinds	Ton ...	1 12 0	1 4 0
0 1 0		366	Tin plates	Box of 1 cwt. & under*	0 1 6	0 1 3
0 4 0		367	Tobacco, foreign or manufactured	Case ...	0 6 0	0 6 0
Measurement		368	Do. country	Bale ...	Measurement..	
0 4 0		369	Tortoise Shell	Case ...	0 9 0	0 9 0
Measurement		370	Toys	Do. ...	Measurement.	

* Boxes above 1 cwt. to be charged proportionately.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	IMPORTS. Wharfage.	EXPORTS. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
Measurement		371	Trunks and Boxes	Case ...	Measurement.	
0 12 9		372	Turmeric and Turmeric powder	Ton ...	1 2 0	1 4 0
0 4 0		373	Turpentine	Tin, drum or case up to 10 Imp. gals. ...	0 2 6	0 2 6
1 4 0		374	Twine	Ton ...	1 8 0	2 0 0
Piece-goods Rates.		375	Twist and Yarn	Bale ...	0 4 0	0 2 3
Measurement		376	Umbrellas	Case ...	Measurement.	
0 1 0		377	Varnish	Five Imp. gals. ...	0 2 0	0 2 6
		378	Vegetables, fresh, for voyage	Coolie-load ...	0 1 6	0 1 6
		379	Do. do.	Cart-load ...	0 7 0	0 7 0
		379A	Do. do as cargo, including Potatoes, Onions, Garlic, &c. ...	Ton ...	1 0 0	1 0 0
				Cart-load ...	0 12 0	0 12 0
0 2 0		380	Vermilion	Case ...	0 5 0	0 5 0
0 4 0		381	Waste, Cotton, Twist and Wool	Bale ...	0 2 0	0 2 0
0 8 0		382	Watches, gold and silver	Case ...	1 8 0	1 8 0
0 4 0		383	Do. other than above	Do. ...	0 12 0	0 12 0
0 12 0		384	Whiting	Do. ...	2 0 0	2 0 0
0 12 0		384A	Whiting imported loose as broken stowage.	Ton ...	1 0 0	1 0 0
		385	Wines, &c.—*see* Spirits.			
0 1 0		386	Wire, bottling	Case of 1 cwt. ...	0 2 0	0 2 0
1 0 0		387	Do. of sorts, unenumerated	Ton ...	2 4 0	2 4 0
0 8 0	every 2 days or part thereof.	388	Wool, unpressed	Docra up to 1½ cwts...	0 4 0	0 4 0
0 8 0		389	Do. do.	Bale from 1½ to 3 cwts	0 6 0	0 6 0

0	8	0	½ wharfage for	390	Do. do.	Bale or bora above 8 c. wts.	0	8	0	0	8	0
0	4	0		391	Do. pressed	Bale	0	5	0	0	5	0
				392	Do. Berlin—*see* Haberdashery.							
				393	Woollens—*see* Piece-goods.							
0	12	0		394	Yellow-metal Sheets, Sheathing and Braziers	Ton ...	2	0	0	1	4	0
0	12	0		395	Zinc, Sheathing, Sheets and Perforated Sheets	Do. ...	2	0	0	2	0	0
				396	On all goods not enumerated, if in cases, bales, crates or casks and for all goods specified to be charged for by measurement, the rates will be :—							
0	1	0		397	if under 4 cubic feet	Package ...	0	2	0	0	2	0
0	1	6		398	if 4 or under 6 cubic feet	Do. ...	0	4	0	0	4	0
0	2	6		399	if 6 „ 10 „	Do. ...	0	6	6	0	6	6
0	4	0		400	if 10 „ 15 „	Do. ...	0	8	0	0	8	0
0	5	0		401	if 15 „ 20 „	Do. ...	0	10	0	0	10	0
0	6	0		402	if 20 „ 30 „	Do. ...	0	14	0	0	14	0
0	10	0		403	if 30 „ 40 „	Do. ...	1	3	0	1	3	0
0	14	0		404	if 40 „ 50 „	Do. ...	1	8	0	1	8	0
1	0	0		405	if 50 „ 60 „	Do. ...	1	14	0	1	14	0
0	1	0		406	For every 10 cubic or part of 10 c. ft. additional	Do. ...	0	2	0	0	2	0
1	4	0		407	On all goods not enumerated, chargeable by weight	Ton ...	2	4	0	2	4	0
				408	Unenumerated unpacked goods	Coolie load ...	0	2	0	0	2	0
				409	*Bona fide* passengers' baggage within the meaning of the rules issued by the Customs Department, unmanifested and for which Dock labour is not supplied ...					Free		
				410	Passengers' baggage not regarded as *bona fide* within the meaning of the rules issued by the Customs Department ...	Per coolie load ...	0	2	0	0	2	0
							0	8	0	0	8	0

Hazardous goods, which cannot be received at the Dock Transit Shed but which need to be removed to the Special Shed at Mazagon or elsewhere, will be charged double the rates of removal and extra wharfage rent prescribed in columns 1 and 2.

Scale of special rates to be charged on all goods imported and exported at the Prince's and Victoria Docks by Coasting steamers plying between Bombay and Ports on the West Coast of India.

Special Class.—4 pies a maund, or 9 annas a ton.

Ballast.
Bardans or used gunny bags.
Betel-nuts.
Bricks, fire.
Chalk.
Coal and coke in bags.
Cocoanuts.
Coriander seed.
Cotton, pressed.
Firewood.
Grain, wheat, rice, bajri, jowari, gram and barley, &c.
Myrabolams.
Ochre of kinds.
Salt, country.
Saltpetre.
All kinds of seeds.
Tiles, Mangalore.
Vegetables, fresh.

1st Class.—6 pies a maund, or 13 annas a ton.

Alum.
Bamboos.
Bark of sorts.
Bones, bone-dust and blood-manure.
Borax, unrefined.
Bottles, empty.
Bran.
Cement.
Clay, China and fire.
Coal, coke, cinders, ashes, patent fuel.
Coir, pressed.
Dates, wet and dry.
Disinfecting powder.
Flax.
Flour.
Glass, broken.
Goats' hair, pressed.
Ground-nuts.
Hay and straw, pressed.
Hemp, pressed.
Hessians.
Horns of kinds.
Iron, bar-iron, hoops, pig, scrap, sheets, &c.
Jaggery.
Jute, pressed.
Kerosine oil.
Mats, country.
Mowra flowers.
Oil-cake.
Papad-khar, or country soda.
Piece-goods, cotton.
Skins, untanned.
Sugar.
Sugarcandy and molasses.
Tamarind.
Twist and yarn.
Whiting.
Wool, pressed.

2nd Class.—8 *pies a maund, or Rs.* 1-2-0 *a ton.*

Alkali (Sajeekhar).
Almonds.
Aloes.
Anchors.
Arrowroot.
Asphalte.
Assafœtida, coarse.
Beads.
Blood stones, Cambay stones and gold stones.
Brass and brass-ware.
Bricks, Bath.
Buckets, iron.
Canvas.
Capoor cutchree.
Cardboards, strawboards.
Cassaware.
Chillies, dried.
Clove-stems.
Cocum.
Coffee.
Coir, fibre.
Coir, rope, cordage and yarn.
Colomba root.
Copper sheets, slabs, ware and wire.
Cordage and rope, hemp, Europe and Manila.
Copra.
Corks.
Cowries.
Dammer.
Drugs, country.
Earthenware, piping, retorts, &c., for drainage.
Fat, grease, lard and tallow.
Fish, dried.
Fruits, fresh or dried.
Ginger, dry.
Glue.
Gums of sorts.
Hemp, loose in bundles.
Jars, common, large or small.
Lac.
Lac dye.
Lead, pig, piping, sheet, and rolls.
Lead, black, white and red.
Lead, shot.
Linen piece-goods.
Liquorice root.
Mats, foreign.
Matting, coir.
Mineral waters.
Mother-o'-pearl shells.
Nails of sorts.
Nux vomica.
Oils, linseed, castor, gingelly, &c.
Olibanum or incense.
Orsidue or brass leaves.
Paints, oil.
Paper of kinds (including bales of newspapers).
Pitch.
Raisins.
Rattans.
Sago.
Salammoniac.
Sandalwood.
Shikakhai.
Shovels.
Soap, country, soft and bar.
Soapnuts.
Spelter and solder.
Sulphur.
Tiles, flooring and foreign.
Thread.
Timber in logs.
Timber, planks and scantlings.
Tin of kinds.
Tin plates.
Tortoise shell.
Turmeric.
Twine.
Umbrellas.
Waste, cotton twist & wool.
Wire.
Yellow metals, sheets, &c.
Zinc sheets, &c.

3rd Class.—10 *pies a maund, or Rs.* 1-6-0 *a ton.*

Ale, beer and porter, in casks.
Aërated waters.
Antimony.
Apparel not accompanying passengers.
Arsenic.
Bangles.
Beef and pork.
Bees' wax.
Biscuits.
Boots and shoes.
Bottles, empty, medicine phials.
Butts, pipes and puncheons (empty).
Carpets.
Casks and hogsheads, empty.
Cheese.
Cochineal.
Copperas, sulphate of iron and sulphate of copper.
Cotton, raw, unpressed.
Cumin seed.
Dyes, country.
Earthenware, foreign.
Fans.
Felt.
Furniture and chairs.
Garlic.
Ghee.
Glassware.
Gunny pieces and bags.
Haberdashery, hosiery, &c.
Hams.
Hardware.
Harness and harness requisites.
Indian condiments.
Indigo.
Ink.
Ironmongery.
Iron or steel, including girders, castings, pipes, &c.
Khootwood.
Metals, unenumerated.
Oil cloth and floor cloth.
Oilman's stores.
Pearls, imitation.
Pepper and pepper roots.
Rose-flowers, dried.
Saddlery.
Safflower.
Shajeera.
Salt, refined.
Sapan wood.
Senna leaves.
Silk, raw.
Soap, foreign.
Spices.
Spirits and liquors, in wood.
Stationery, unenumerated.
Steel, fagot, keg, spring and octagon.
Tar.
Tobacco, country and foreign.
Varnish.
Vermilion.
Wool, unpressed.
Wool, Berlin.

4th Class.—12 *pies a maund, or Rs.* 1-11-0 *a ton.*

Ale, beer, porter and cider, in bottles.
Acids, carbolic, citric, gallic & tannic.
Baskets, cane.
Books.
Camphor.
Camphor wood, drawers and boxes.
Chemicals, drugs and medicines.
China and Japanware.
China preserves.
China roots.
Cigars and Cheroots.
Crockery, Queen's porcelain and earthenware.
Cutlery.
Fishmaws.
Hides, buffalo, &c.
Jars, fancy, China and Japan.
Leather, country or foreign.
Marble and marble slabs.
Perambulators.
Piece-goods, cotton, silk and woollen.
Plants.
Shark fins, samooder fins.
Shells.
Skins, goats' and sheep, tanned.
Toys.
Trunks and boxes.
Turpentine.

5th Class.—14 *pies a maund, or Rs.* 2-0-0 *a ton.*

Acids, other than carbolic, citric, gallic and tannic.
Attar.
Bhang.
Clocks.
Candles.
Cardamoms.
Confectionery.
Coral.
Crackers, China.
Elephant's tusks and Moyes' teeth (ivory).
Feathers.
Glass, window.
Instruments, drawing, mathematical, &c.
Lace and thread, gold and silver or kinkob.
Matches.
Musk.
Naphtha.
Oils, perfumed.
Perfumery, pomades, &c.
Piece-goods, silk and velvet.
Quicksilver.
Rose-water.
Sandalwood boxes and ware.
Shawls, Cashmere and Delhi.
Tea.
Wines and spirits, in bottles.

Note.—The Dock charges will be recovered on avoirdupois weight. The equivalent maund rate is merely given for the information of merchants. A maund is equal to 82⅔ lbs.

Personal baggage accompanying passengers will be passed free, but extra goods, unmanifested, will be charged at 8 annas a cart, or two annas a coolie-load.

The following specified articles and all others not mentioned in the above classification will be charged at the rates laid down in the General Rate-Book for the Docks if scheduled. If not scheduled in that Rate-Book they shall be charged double the rates in the Bunder Rate-Book:—

Bicycles and tricycles.
Billiard tables.
Boats.
Carriages.
Bullion and specie.
Jewellery.
Pearls.
Precious stones.
Opium.
Saffron.
Guns and small arms.
Harmoniums and pianos.
Live-stock.
Machinery and boilers.
Military stores.
Railway plant and materials.
Tents.
Watches.
Tanks, iron.

In all questions that arise with regard to *miscellaneous charges*, *rents*, *overside fees*, *night* and *holiday work*, *transhipment*, *cranage*, *siding charges*, &c., the rules laid down in the General Rate-Book for the Wet Docks will apply.

The Minimum charge for any package shall not be less than *one anna*.

Fractions of an anna. In the total charge recovered on a chappa, fractions of an anna *less than six pies* will be dropped; while *six pies and over* will be reckoned as *1 anna*.

Miscellaneous Charges.

1. The following charges will be made for loading or unloading carts at the Docks:—

For spirits, wines, candles, copper, and yellow metal in cases—1½ annas per cart.

For other goods except machinery and manganese ore shipped in bulk—1 anna per cart.

For machinery by truck—special rates.

The Docks Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. *Cancelled.*

4. When the floating stage is used by any vessel for the purpose of effecting repairs, a charge of Re. 1 for a day or Rs. 2 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c.:—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet.	0	0	6	each.
" " " over 6 "	0	1	0	"
Bales under 6 cubic feet	0	1	0	"
" over 6 "	0	2	0	"
Cases, Machinery, under 1½ tons weight	0	2	0	"
Packages over 1½ tons weight...	0	8	0	"
Cases, Wines and Spirits, containing 2 dozen and under ...	0	0	6	"
" " " over 2 dozen...	0	1	0	"
Pianos and Harmoniums	0	4	0	"
Gilt Mouldings	0	4	0	"
Quarter Casks in Casing	0	4	0	"
Hogsheads "	0	8	0	"
Two-wheeled Carriages	0	4	0	"
Four-wheeled "	0	8	0	"
Fixing Carriages...	4	0	0	"

7. The consignee or shipper of goods when repacking at the Docks will be charged half an anna per package.

8. For use of Dock scales or weigh-bridge 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16 will be charged.

	Rs.	a.	p.	
For Hire of Dock Shoots	1	0	0	each per day.
For Hire of Chain Slings (To be used at ship's risk.)	0	8	0	"
For Hire of Wire net Slings (To be used at ship's risk.)	2	0	0	"
For Hire of Large Iron Tubs	1	0	0	"
For Hire of Small Tubs	0	8	0	"
For Hire of 5-Ton Trucks	3	0	0	"
For Hire of 10-Ton "	6	0	0	"

9. Weighing or measuring goods 3 annas per ton, and a further charge of Rs. 2 per day when a clerk is employed.

10. For certificates of weight or measurement, Re. 1 each.

Rents.

11. IMPORTS.

A.—Import Goods except Iron and Steel as specified under item No. 210. Sugar, rice and dutiable goods will be allowed 7 days, and duty-free goods 5 days free of rent after landing. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust or rubbish.

After the free days allowable have expired, extra wharfage will be levied for the first three days or part of 3 days, and thereafter for every succeeding 2 days or part thereof until the goods are taken delivery of or warehoused at the rate of one-third of the wharfage fee to which the goods may be liable as shown in the scale of rates.

B.—(1) (i) All iron and steel as specified under 210 (i) shall be stacked by the Trustees' Contractors *according to marks*, as far as possible, as landed.

(ii) In the event of any part of consignment of rod, bar or pig iron or steel or other description of iron or steel specified under Item 210 (i) being unmarked or in the opinion of the Docks Superintendent so insufficiently marked as to prevent the delivery of the whole consignment according to Bill of Lading, he shall have the whole of such consignment sorted *according to sizes*, as far as possible, as landed, a charge being made on the ship of 3 annas per ton to cover the cost.

(2) Seven free days will be allowed for the delivery of all iron or steel landed in the Docks.

Note.—In the case of iron or steel which has to be sorted under the last clause of the preceding rule the free days will count from the date on which the Docks Superintendent shall notify that the iron has been sorted and is ready for delivery.

In all other cases the free days will count from the day after the day of landing.

(3) Any iron or steel not taken delivery of within the free days, or allowed to remain on the Dock premises after the expiry of the free days, will be charged extra fees at one-third the ordinary wharfage, the first of such extra fees to cover storage for a further period of seven days and each succeeding fee three days only.

(4) The Trustees reserve to themselves the right to refuse to deliver part only of a consignment falling under 210 (i).

C.—The full amount of the wharfage fees as laid down in the Dock Scale of Rates will be charged on all goods landed at the Docks

and loaded into railway wagons at the Docks sidings, but special arrangements may be made with the Docks Superintendent as to the period during which free days will be allowed : provided—

(1) that the consignee's intention to load the goods into wagon is previously declared before the goods are landed ;

(2) that all arrangements for the despatch of the goods per railway wagons are entrusted to the Dock Superintendent ; and

(3) that all charges are paid.

12. EXPORTS.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date of which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired, rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock. Provided that in respect of any cargo shut out on account of a vessel being unable to load while in Dock owing to insufficient depth of water, if the shipper elects to send such cargo out for shipment in the stream on the same vessel, the Board will grant an allowance at the rate of 8 annas a ton for cost of lighterage and handling from the Docks to the ship, provided that the quantity in the aggregate shall not exceed 500 tons. In such cases full wharfage will be charged.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

H.—Grain or Seeds brought to the Docks direct by rail and found to be unfit for shipment by reason of the inferiority of quality may be removed from the Dock premises without payment of any wharfage fee, provided the removal takes place within 24 hours of arrival. On the expiration of 24 hours the usual rates will become chargeable.

13. In computing the days for charging rents, Sundays and the Holidays enumerated in Bye-law No. 85* as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted.

14. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

15. *Overside Charges.*—Import goods delivered from vessels in Dock into lighters alongside for removal out of Dock and export goods taken on board vessels in Dock from lighters alongside will be charged ½rd the wharfage rate. Opium taken on board vessels in Wet Docks from lighters alongside will be charged 2 annas per chest, or one anna per half-chest.

16. Burst bales, &c., relanded in course of shipment for repacking will not be charged a second wharfage fee.

17. For cotton, coir and wool brought by boat for shipment overside when bales are burst, and when for that or any other reason they require to be landed at the Docks, the following charges will be levied :—

	Cotton.			Coir.			Wool.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
On landing, if work is done by muccadum, per bale	0	0	6	0	0	9	0	0	6
On re-shipment, if work is done by muccadum, per bale.....	0	0	6	0	0	9	0	0	6
On re-shipment, if work is done by Trust, per bale	0	2	0	0	2	9	0	4	6

18. Railway materials for the G. I. P. and B. B. & C. I. Railway Companies forming part of a general cargo will, within the limit hereafter mentioned, be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but when such Railway materials form three-fourths or more of the entire cargo of a vessel, the vessel shall pay overside charges at the usual rate on the full quantity discharged in the Docks.

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* BYE-LAW—Working hours at the Docks shall be from 7-30 a.m. (Indian Standard Time) to 12-30 p.m. (Indian Standard Time) and from 1-30 p.m. (Indian Standard Time) to sunset except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any fast or thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents, Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

Railway materials entitled to free overside delivery under this clause when landed on the quay for ship's convenience and afterwards re-shipped into boats will be treated as transhipment cargo under Rule 25.

Provided that in the case of weights exceeding 1½ tons, one-third wharfage shall be charged on all packages loaded by the Trustees' cranes direct into boats, and full import wharfage packages first placed on the Trustees' wharf and then loaded into boats; such charge in the latter instance to cover forty-eight hours' storage on the wharf. These charges to be in addition to cranage leviable under paragraph 22.

19. Ordinary ballast brought from a Port Trust Bunder, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bunder. Ballast brought from elsewhere into Dock will be charged the Trustees' "outlying Bunders" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

20. *Dock Dues.*

A.—In addition to the foregoing charges on goods, every vessel using the Docks (other than country craft not square-rigged, and except troop-ships, for which special rates may be arranged) will be charged 1 pie per ton per diem, the minimum charge for each such vessel using the Docks being Rs. 25 for every day or part of a day.

B.—Every vessel occupying a berth at the outside or Harbour face of the Dock wall shall be charged the same dues as are charged to a vessel using the Docks (20-*A*), provided that if a vessel at such berth lands or embarks passengers only the charge shall be a fixed charge of Rs. 15 for every day or part of a day.

C.—Vessels will not be charged for Sundays or the Holidays enumerated in Bye-law No. 85 when no work is done.

D.—A vessel lying in Dock without cargo, waiting for charter or cargo and not working, shall nevertheless be charged full Dock dues for the time she so lies idle.

E.—Dock dues on all country-craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem.

F.—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.

G.—Charges for vessels entering the Wet Docks for repairs:—

For vessels 250 feet long and under.....Rs. 12 per diem.
For vessels over 250 feet in length..... „ 18 „

21. *Night and Holiday Work.*

The charges for night work at Wet Docks shall be as follows:—

A.—Rs. 30 per night from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time).

Rs. 15 per half-night, from 7-30 P.M. (Indian Standard Time) to midnight (Indian Standard Time).

B.—When gates are opened for receiving and delivering cargo, Rs. 15 per night, from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time), and Rs. 7½ per half night, from 7-30 P.M. (Indian Standard Time) to midnight or from midnight to 3-30 A.M. (Indian Standard Time), to be paid by each ship receiving goods through a Dock gate after working hours, except in the case of State Railway materials the charge for which will be Rs. 3 per night and Rs. 1½ per half night.

C.—The following extra rates shall be charged for work done in Wet Docks on Sundays and Holidays:—

For work done any time between midnight on Saturday and midnight on Sunday	Rs.	200
For work done on Holidays	,,	30 per day.
,, ,, ...	,,	15 per half day.

D.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half day will be charged, except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

22. Boats using the East Wharf of the Wet Docks shall be charged the regular Bunder rates on goods and boats.

23. On goods landed at the Wet Docks and previously entered for transhipment, under Chapter 12 of the Sea Customs Act without Import and Export documents, the following wharfage fees shall be charged :—

Foreign Merchandise.

1. Iron and Machinery and other bulky goods classed as machinery exceeding 5 tons, sugar other than loaf or chopped sugar in cases and dates :—

   one-third the import wharfage fee laid down in the Docks scale.

2. Other articles..... 8 annas a ton.

Indian Produce and Manufactures.

1. Cotton and grain of all sorts..... 3½ annas per ton.
2. Groundnuts, Myrabolams, Oil-seeds and Jaggery..... 3½ annas per ton.
3. All other Indian produce and manufactures, 6 annas per ton.

This fee will cover the right to storage for five days; thereafter the ordinary Dock ground or shed rent charges will be levied.

Prior arrangements shall be made with the Docks Superintendent for the labour required in the handling and storage of transhipment goods, and the cost of such labour shall be borne by the transhippers.

In the case of liners having preferential berths, special arrangements may be made with the Docks Superintendent as to the period during which free storage will be allowed.

24. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge, provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates. This is liable to the provisions of Dock bye-law No. 30-A.

25—28. *Cancelled.*

29. *Cranage.*

Vessels will be charged for the use of the Trustees' cranes as follows :—

A.—On a ship applying for cranes, if they are supplied, payment must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes, required for the whole or half of the following day, to be made by 4-30 P.M. (Indian Standard Time) to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Application for cranes at night, whole or half, to be made to the Shed Manager before 4-30 P.M. (Indian Standard Time).

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night, written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night, or full day or night will be charged for.

G.—Should cranes for which application has been made for half night only be required for the whole night, application to be made at least two hours before the end of the half night to the Shed Manager.

H.—All applications for cranes to be in regular book forms with counterfoils, and to be signed by the Ship's Officer on duty showing number of cranes required, from what time and for how long.

J.—The following rates will be charged for the use of the Trustees' cranes :—

	Rs.	a.	p.
For each 1½-ton crane per day or per night ...	5	0	0
For each 1½-ton crane per half day or half night ...	2	8	0
For each steam crane per day or per night ...	7	0	0
For each steam crane per half-day or half-night ...	4	0	0

Day to be from 7-30 A.M. (Indian Standard Time) to 12-30 P.M. (Indian Standard Time) and from 1-30 P.M. (Indian Standard Time) to sunset. Half day to be from 7-30 A.M. (Indian Standard Time) to 12-30 P.M. (Indian Standard Time) or from 1-30 P.M. (Indian Standard Time) to sunset. Night to be from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time). Half night to be from 7-30 P.M. (Indian Standard Time) to midnight or from midnight to 3-30 A.M. (Indian Standard Time).

Any part of a day or night less than a half will be charged as half a day or night.

K.—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats, or country-crafts will be charged for the use of the 1½-ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 5.

L.—(1) When hand cranes are used at Wet Docks the ordinary Dock cranage rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30-cwt. hydraulic crane can be made available, or they may ship from the east wharf where Bunder cranage rates are charged.

(2) No charge will be made for the use of hand cranes for goods, machinery, etc., loaded into or unloaded from Railway trucks or wagons; but shippers or consignees must provide the labour to work the cranes at their own cost.

M.—For weights over 1½-tons and not exceeding

						Rs.	a.	p.	
			5	tons...	...	1	0	0	per ton.
„	5	„	„ 8	„ ...	...	2	0	0	„
„	8	„	„ 11	„ ...	...	3	4	0	„
„	11	„	...	...	...	4	0	0	„

N.—These charges will only be levied when Trustees' cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery and other items charged as machinery will be charged by measurement or weight at option of Dock officers; if by measurement, forty cubic feet will be considered a ton, and the rate per ton shall be that at which the dead weight is chargeable. This rule will apply to wharfage as well as to cranage rates.

Q.—Vessels occupying the crane berth only for the purpose of using either the 30-ton crane or the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees.

R.—An additional charge of Rupee 1 per ton will be made when articles required to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied :—

For ships of tons.	Mainmast.	Foremast.	Mizenmast.	Bowsprit.
	Rs.	Rs.	Rs.	Rs.
1,500 to 2,000	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

T.—In the case of masts and bowsprits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed ; the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton or lift as may be agreed upon with the Docks Superintendent.

30. The charges for the use of the Railway Siding at the Wet Dock are as follows :—

		Rs.	a.	p.
(1)	* * * * *			
(2)	* * * * *			
(3)	Firewood, Charcoal, Timber and Rafters...per ton	0	3	0
(4)	State Railway and Government Stores ... "	Special Rates.		
(5)	Manganese ore and other similar ores ... per ton	0	2	0
(6)	Coal and Coke ... ... ,,	0	2	0
(7)	All other goods ... ... ,,	0	3	0
(8)	Live-stock, including Horses, Mules, Cattle and Wild Animals, per ton on carrying capacity of waggon ... ... ,,	0	4	0
(9)	* * * * *			
(10)	Unloading work of waggons when done by Trustees at Docks ... ... per ton	0	1	6

31. *Cancelled.*

By Order of the Trustees,
H. E. HART,
Secretary.

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in „	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Asafœtida, in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags...	8	.....
Bees' Wax	20 gross.	
Barilla...	20	.....
Betel-nut	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
„ „ boxes	.....	50
Cassia, in boxes	.....	.....
„ „ bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
China Root, in bags	11	.....
„ „ boxes	.....	50
Chiretta, in bales	16	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
„ „ boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
„ „ casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at	50
Cowries	20	.....
Cummin Seed	8	.....
„ „ Black	8	.....
Cutch, in bags	18	.....
„ „ cases	.....	50 not exceeding 20 cwt. gross.
Dates, wet	20	.....
„ dry	16	.....
Dholl	20	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Elephants' Teeth, in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2,240 lbs.
Gunjah	.....	50 gross.
Hemp	5 bales not exceeding.	52
Hides, Buffalo or Cow, cured	14 gross.	
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India-rubber, in bags	16	.....
„ „ cases	.....	50
Indigo...	.....	50
Iron	20	.....
Jute	5 bales not exceeding.	52
Jute Cuttings	5 bales not exceeding.	52
Lac Dye	.....	50
Lard	20 gross.	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Myrabolams	16	.....
Molasses	2 puncheons	or 4 hhds.
Mother-o'-Pearl, in bags	20	.....
„ „ chests	20	.....
Mowrah Flowers	20	.....
Mowrah Seed	20	.....
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil, in cases	.....	50
„ „ casks	4 hhds.	
Oil-seed Cake	20	.....
Opium	per chest.	
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
„ Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw silk, in bales	10	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rattans, for dunnage	20	.....
Red Wood, „	20	.....
Rhea	5 bales not exceeding.	52
Rice	20	.....
Rope, in coils	.....	50
Rope, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons	or 4 hhds.
Safflower	5 bales not exceeding.	52
Sago, in cases	.....	50
Sal-ammoniac, in bags	20	.....
„ „ boxes	20	gross.
Saltpetre	20	.....
Salt	20	.....
Sapan Wood, for dunnage...	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ „ bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shellac, in cases	.....	50
„ „ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece-goods	.....	50
Skins	14	gross.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Soap, country, in cases	.....	50 –
„ „ bags	15	.....
„ „ bar	20	.....
Stick Lac, in cases	.....	50
„ „ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20 gross.	
Talc	20	.....
Tamarinds, in cases or casks	20 gross.	
Tapioca	.....	50
Tea	.....	50
Teel Seed	20	.....
Timber, round	.....	40
„ square	.....	50
Tincal...	20	.....
Tobacco, in bales	5 bales not exceeding.	53
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat...	20	.....
Wool	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 *to* 400 *lbs.*

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

At a Special General Meeting of the Chamber, held on the 29th November 1882, it was resolved—

That for Gunny Bags and Gunny Cloth the ton shall be 50 cubic feet, not exceeding 2,240 lbs. "Gross."

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*":—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, and all Metals.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892—with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... ... 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „
3. On purchasing ditto when funds are provided by the Agent ... ... 5 „
4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... ... 5 „
5. On returns for Consignments if made in produce ... 2½ „
6. On returns of Consignments if in Bills, Bullion or Treasure ... ... 1 „
7. On accepting Bills against Consignments ... ... 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands and all property of a like description... ... 2½ „
9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered; on invoice amount at 2*s.* per rupee ... ... ½ com.
10. On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent. ... ... 2½ per cent.
11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived. 2½ „
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ „

13. On *del-credere*, or guaranteeing the due realisation of sales ... ...2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ ,,

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading. 2½ ,,

16. On advertising as the Agents for Owners or Commanders of ships, for cabin passengers on the amount of passage money whether the same shall pass through the Agent's hands or not... ... ... 2½ ,,

17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... ... 5 ,,

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 ,,

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ ,,

20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ... 2½ ,,

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... ...2½ to 5 ,,

If Opium, Indigo, Raw Silk or Silk Piece-goods. 1¼ to 2½ ,,

If Treasure, Precious Stones, or Jewellery ... ¾ to 1 ,,

22. On effecting Insurances, whether on lives or property ... 2½ ,,

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium ... 2½ ,,

24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... 1 per cent.

25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... ... 2½ „

Or if recovered by such means ... ... 5 „

26. On Bills of Exchange returned dishonoured ... ... 1 „

27. On collecting house-rent ... ... 2½ „

28. On ship's disbursements ... ... 2½ „

29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „

30. On granting Letters of Credit ... ... 1 „

31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ... ... ½ „

32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ½ „

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged ... ... ½ „

☞ *Brokerage, when paid, is to be separately charged.*

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Bees' Wax	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Betel Nut	Do. or Mats	16 „ „
Blackwood	In square Logs ...	50 Cubic feet
Blackwood, otherwise ...	Do. do. ...	20 Cwts. Nett
Bone Meal	Bags	20 „ „
Cardamoms	Robbins...	10 „ „
Ditto	Bags	10 „ „
Ditto	Cases	50 Cubic feet
Cassia	Bales	800 lbs. Nett } 50 Cubic feet
Cinnamon	Do.	800 „ „ }
Ditto	Cases	50 Cubic feet
Citronella Oil	Cases, Drums or Tanks	50 „ „
Cocoanut Oil	Casks	14 Cwts. Nett
Coculus Indicus ...	Robbins	14 „ „
Ditto	Bags	16 „ „
Coffee	Casks	16 „ „
Ditto	Bags	18 „ „
Ditto	Cases	50 Cubic feet
Coir Yarn and Fibre ...	Pressed Bales	50 „ „
Ditto	Bundles or Coils ...	8 Cwts. Nett
Ditto	Dholls not exceeding 4 lbs.	10 „ „
Coir Matting	Rolls	50 Cubic feet; $\frac{1}{7}$ allowed off for the round.

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Coir Rope	Coils	8 Cwts. Nett
Coir Junk	Pieces	12 „ „
Copprah	Robbins	10 „ „
Ditto	In Pressed Bales ..	50 Cubic feet
Ditto	Bulk	12 Cwts. Nett
Ditto	Bags	12 „ „
Ditto	Bags each cup cut in 4 pieces	14 „ „
Cotton	Pressed Bales	50 Cubic feet
Cowries	Bags or Cases	20 Cwts. Nett
Cutch	Cases	50 Cubic feet
Ditto	Bags or Baskets... ...	16 Cwts. Nett unscrewed
Cinchona	Bales	50 Cubic feet
Elephants' Teeth ...	Cases	50 „ „
Ditto ...	Bundles	18 Cwts. Nett
Ditto ...	Loose	20 „ „
Fish Oil	Casks	14 „ „
Ginger	Cases	50 Cubic feet
Ditto	Bags	12 Cwts. Nett
Ditto	Casks	8 „ „
Gingelly Seed	Bags	20 „ „
Gums of all kinds ...	Cases	50 Cubic feet
Hemp	Screwed Bales	50 „ „
Hides	Unpressed	12 Cwts. Nett
Ditto Green	Do.	30 „ „
Ditto Dry	Bales	50 Cubic feet
Horns, Buffalo and Cow.	Loose	16 Cwts. Nett

TONNAGE SCALE—(*concld.*)

Goods.	Packages.	Shipping Ton.
Horns, Deer	Loose	12 Cwts. Nett
Lemon Grass Oil ...	Cases, Drums or Tanks...	50 Cubic feet
Linseed	Bags	18 Cwts. Nett
Mica	Cases	50 Cubic feet
Myrabolams	Bags	16 Cwts. Nett
Nux Vomica	Robbins	14 „ „
Ditto	Bags	16 „ „
Nutmegs	Cases	50 Cubic feet
Oil Seeds	Bags	17 Cwts. Nett
Other Oils	Cases, Drums or Tanks.	50 Cubic feet
Pepper	Bags	16 Cwts. Nett
Ditto	Robbins	14 „ „
Plumbago	Bags or Barrels... ...	20 „ „
Poonac	Bundles, Bales or Bags.	20 „ „
Ditto ...	Broken Bags	17 „ „
Rice	Bags	20 „ „
Saltpetre	Do.	20 „ „
Sandal and Sapan Wood.	... ...	13 „ „
Sandalwood Roots ...	Bags or Bundles ...	13 „ „
Ditto	Loose	13 „ „
Sugar	Bags	20 „ „
Tallow	Casks and Cases ...	18 „ „
Tea	Chests	50 Cubic feet
Timber (all kinds) square Logs or Planks ...	... ...	50 „ „
Ditto, Round Logs ...	... ...	50 „ „
Ditto otherwise ...	... ...	20 Cwts. Nett
Turmeric...	Bags	14 „ „
Wheat	Do.	20 „ „
Ditto	Mooras	18 „ „

Coir Junk, Horns, Oil, Breakers, Hides loose, and all Packages not exceeding 56 lb. gross to be taken as broken stowage at half freight.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Aloes, in bags	20	.....
Do. in boxes	20	.....
Alum	20	.....
Aniseed	8	.....
Arrowroot, in cases	.....	50
Assafœtida, in bags...	20	.....
Do. in boxes	20	.....
Apparel	.....	50
Bark, in bags...	8	.....
Barrilla	20	.....
Bees' wax	20	.....
Betelnut	18	.....
Books	.....	50
Borax or Tincal	20	.....
Do. in cases	.....	50
Brimstone	20	.....
Bullion	at per	cent.
Cake Lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Do. in boxes	.....	50
Do. in bags	10	.....
Cassia, all sorts	.....	50
Castor Seed	15	.....
Chillies, in bags	12	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Chillies, in robbins	14	.....
China root, in bags	11	.....
Do. in boxes...	.....	50
Chiretta...	.....	50
Cigars...	.....	50
Cloves, in bags.	8	.....
Do. in chests	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
Do. in robbins and casks	16	.....
Do. in cases	17	.....
Coir Yarn and Fibre, screwed bales ...	.....	50
Do. in bundles and dholls	10	.....
Copra, in bags	12	.....
Do. do. each cup cut in 4 pieces ...	14	.....
Coriander Seeds	12	.....
Cotton, in bales	.....	50
Do. in Piece-goods	.....	50
Do. in yarn	.....	50
Cowries	20	.....
Cutch, in bags	17	.....
Dates, wet	20	.....
Do. dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	16	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Elephants' Teeth, in cases...	.....	50
Fenugreek Seeds	16	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger, in bags or bales	12	.....
Do. in cases	.....	50
Gingelly Seed	17	.....
Gram	20	.....
Ground Nuts, in shell	12	.....
Do. shelled	16	.....
Gums, in cases, not enumerated... ...	.....	50
Gunny Bags	.....	50
Do. Cloth	.....	50
Gunjah	.....	50
Hemp, in bales	.....	50
Hides	.....	50
Hoofs, Horn Shavings, and Tips... ...	20	.....
Horns, Cow and Buffalo	20	.....
Do. Deer	16	.....
Indigo	.....	50
Jute, in bales...	.....	50
Lac Dye	.....	50
Lard	.....	50
Linseed	18	.....
Mace, in cases	.....	50
Machinery	20	.....

TONNAGE SCALE.—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Metals...	20	.....
Myrabolams	17	.....
Molasses	20	.....
Mother-o'-Pearl, in bags	20	.....
Do. in chests	20	.....
Munjeet	.....	50
Mustard Seed	18	.....
Niger Seed	17	.....
Nutmegs, in chests	.....	50
Nux Vomica, in bags or cases	16	.....
Oats	12	.....
Oil, in cases	20	.....
Do. in casks	210 Imperial Gallons.	
Olibanum	18	.....
Paddy, in bags	15	.....
Pease	20	.....
Pepper, in bags	16	.....
Planks and Deals	.....	50
Poonac	20	.....
Poppy Seeds	15	.....
Putchuck	10	.....
Rape Seed	18	.....
Raw Silk, in bales	10	.....
Rattans	20	.....
Redwood for Dunnage	20	.....
Rhea, in bales	.....	50

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Rice, in bags	20	.....
Roping, in coils	.....	50
Do. lines and twines, in bundles ...	14	.....
Do. coir, in coils	10	.....
Rum, in casks	210 Imperial	Gallons.
Safflower, in bales	.....	50
Sago, in cases	.....	50
Sal Ammoniac, in bags	15	.....
Do. in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Sapan Wood	20	.....
Sharks' Fins	16	.....
Sealing Wax, in cases	.....	50
Seed Lac, in cases	.....	50
Do. in bags	16	.....
Senna, in bales	.....	50
Sarsaparilla	.....	50
Shells, rough, in bags	20	.....
Shell Lac, in cases	.....	50
Do. in bags	16	.....
Silk Piece-Goods	.....	50
Skins	.....	50
Soap, country, in cases	.....	50
Do. in bags	15	.....
Do. in bars	20	.....

TONNAGE SCALE—(*concld.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Stick Lac, in cases	.....	50
Do. in bags	16	.....
Sugar, including Jaggery, in bags ...	20	.....
Tallow, cases or casks	30	.....
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.....	50
Tea, in chests	.....	50
Timber	.....	50
Tobacco, in bales	.....	50
Tortoise shell, in chests	.....	50
Turmeric, in bags	14	.....
Wheat	20	.....
Wool, in bales	.....	50
All other articles not enumerated, in bales or cases	.....	50

RULE.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, a moiety to be chosen by the shipper and a moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one-half to be borne by each party. All other goods to be measured at port of discharge.

Coir, in Bales.
Cotton.
Gunjah.
Hemp.
Jute.
Munjeet.
Senna Leaf.
Wool.
Sarsaparilla.

A. J. YORKE,
Chairman of the Chamber of Commerce.

MADRAS, 30*th May* 1905.

KARACHI CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead-weight except in the case of Salt.

2. The Standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the net weight delivered.

5. When Cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 „
Annato, in cases	40 feet.	50 feet.
Apparel	40 „	50 „
Arrowroot, in cases...	40 „	50 „
Assafœtida, in cases...	40 „	50 „
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 „	20 „
Barley, in bags	15 „	18 „
Bees' Wax, in cases...	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bone meal and Bone dust	20 cwt.	20 cwt.
*Bones, crushed, in bags (as per standards preserved by the Chamber)	17 „ / 15 „ / 14 „	20 „
Bones, loose	8 „	10 „
Books	40 feet.	50 feet.
Borax, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
†Bran, in bags (pressed)	10 „	.....
Bran, in bags (unpressed)	9 „	.....
Buffalo horns, in bundles	6 „	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes, or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds	40 „	50 „
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars...	40 „	50 „
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 „	50 „
Do. in bags or frazils	8 cwt.	10 cwt.
Coals...	20 „	20 „
Cocoa, in bags	10 „	12 „
Coculus Indicus, in bags	13 „	16 „
Coffee, in cases	40 feet	50 feet.

* NOTE.—The scale for grades differing from the standards to be settled by private arrangement between shippers and steamer agents. Any disputes between them to be referred to, and decided by, the Committee of the Chamber.

† NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½ × 25 inches.

TONNAGE SCALE—*(contd.)*

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee, in bags or frazils	12 cwt.	16 cwt
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 „
Colocynth, in cases	40 „	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 „	12 „
Do. in bags	.....	12 „
Do. cut, in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags ...	16 „	20 cwt.
Cotton Seed	13 „	14 „
Do. in bales	40 feet.	50 feet
Cowries, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 „	12 „
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets unscrewed	13 cwt.	16 cwt.
* Cylindrical Packages, Rolls, &c	40 feet.	.....
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 „	16 „
Dhall, crushed or split, in bags	17 „	20 „
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 „	50 „
Do. otherwise	16 cwt.	20 cwt
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 „	20 „
Fennel Seed	10 „	.....

* NOTE.—On and after 1st March 1903, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, &c., *viz.*, that the square of the diameter be multiplied by the length and one-fifth be deducted from the product.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fenugreek or Methey Seed	17 cwt.	.....
Fishmaws (or Isinglass), in cases... ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or Sharps in bags ...	12 „	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags...	13 „	16 „
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 „	15 cwt.
Ginger, dry, in cases	40 „	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 „	20 „
Groundnuts, shelled...	13 „	16 „
Do. unshelled	6 „	8 „
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 „	50 „
Do. loose or in bundles...	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose, and in small bundles...	40 „	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 „
Do. Deer, loose	6 „	8 „
Horn Tips, of any kind, and hoofs ...	13 „	16 „
Indigo, in cases	40 feet.	50 feet.
Iron, old or scrap	20 cwt.	.....
Iron or Steel Rails	20 „	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton
Jackwood	40 feet.	50 feet.
Jaggery	18 cwt.	.....
Jowaree, in bags	18 „	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lac (seed), in bags	13 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, or Dhall	17 „	20 „
Linseed, in bags	16 „	18 „
Mace, in cases	40 feet.	50 feet.
Maize, in bags	17 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	20 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. do. in bundles or bags ...	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	18 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabolams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 „	50 „
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	310 Impl. gals.
Oil, Cocoanut	11 cwt.	.....
Oil cake in cakes, or lumps (in bags) ...	16 „	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Oil Seeds—		
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	.....
Rape Seed, Sita, Jamba and other kinds	16 „	.....
Mustard Seed	16 „	.....
Khorassan	16 „	.....
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 „	16 „
Pimento	12 „	14 „
Plumbago, in bags	16 „	20 „
Poppy Seed, in single bags (1½ cwt.) ...	13 „	16 „
Do. do. (1¼ cwt.) ...	14 „	17 „
Do. double bags (1¼ cwt.) ...	14 „	17 „
Do. in bags (1½ cwt.)	14 „	17 „
Rails, iron or steel	20 „	.....
Rattans, in bundles	13 „	16 cwt.
Do. Ground	13 „	16 „
Red Wood	13 „	16 „
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags...	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 „	50 „
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 „	50 „
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82 2/7 lbs.	28 Indian maunds of 82 2/7 lbs.
Salt Fish	14 cwt.	14 cwt.
Saltpetre	20 „	20 „
Sandal and Sapan Wood	11 „	16 „

TONNAGE SCALE—(*concld.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 „	10 „
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 „	50 „
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 „	20 „
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 „	10 „
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 „	50 feet.
Timber, Teak Square Planks and Poon ...	40 „	50 „
Timber, Teak Round (one-fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 „	50 „
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 „	20 „
Unrated wood	11 „	14 „
Whanghees (*vide* canes)	13 „	16 „
Wheat	18 „	20 „
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 „	50 „
Wool, in screwed bales	40 „	50 „
Zedory	16 cwt.	20 cwt.

FREIGHT INWARDS.

PAYABLE IN KARACHI.

The conversion into Indian Currency of sterling freight inward to Karachi, payable in Karachi, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

PAYABLE IN KARACHI.

Difference of freight outwards from Karachi stated in sterling payable in Karachi (in absence of any stipulation on the contrary on either the shipping order or Charter Party) shall be converted into Indian Currency at the rate for Bank Bills on London payable on demand. The rate applicable to such purpose shall be the rate ruling on the day on which the Bill of Lading is dated; an allowance of 4¼ per cent. in the case of sailing ships, and 2¼ in the case of steamers, being made as discount to cover cost of insurance and interest, until the due date of the freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows:—

That shut-out goods be in future charged half import and half export fees under the provisions of rules 3 and 4 published under the Wharfage Fees Act III of 1879.

PUBLIC HOLIDAYS

FOR THE YEAR 1908.

Sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments' Act, 1881" :—

New Year	1st and 2nd January	Wednesday and Thursday	2 Days.
Mohurrum	13th February	Thursday	1 Day.
Maha Shivratri	2nd March	Monday	1 ,,
Holi	18th March	Wednesday	1 ,,
Jamshedi Naoroz	21st March	Saturday	1 ,,
Ramnavami	10th April	Friday	1 ,,
Easter	17th, 18th and 20th April.	Good Friday, Saturday, and Monday.	3 Days.
Birthday of His Majesty the King-Emperor.	26th June	Friday	1 Day.
Cocoanut Day	11th August	Tuesday	1 ,,
Gokul-Ashtami	19th August	Wednesday	1 ,,
Ganesh-Chaturthi	31st August	Monday	1 ,,
Parsee New Year	11th and 12th September.	Friday and Saturday	2 Days.
Khordadsal	18th September	Friday	1 Day.
Dussera	5th October	Monday	1 ,,
Divali	24th and 26th October	Saturday and Monday	2 Days.
Christmas	24th, 25th and 26th December.	Thursday, Friday and Saturday.	3 ,,
New Year	31st December	Thursday	1 Day.

Note.—Good Friday, Christmas Day and New Year's Day are holidays under the Negotiable Instruments' Act, but are included in the above list.

HOLIDAYS UNDER CHARTER-PARTIES.

FOR THE YEAR 1908.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be holidays under Charter-Parties for the year 1908 :—

New Year	1st January	Wednesday	1 Day.
Mohurrum	13th February	Thursday	1 ,,
Holi	18th March	Wednesday	1 ,,
Ramnavami	10th April	Friday	1 ,,
Easter	17th April	Good Friday	1 ,,
Birthday of His Majesty the King-Emperor.	26th June	Friday	1 ,,
Cocoanut Day	11th August	Tuesday	1 ,,
Gokul-Ashtami	19th August	Wednesday	1 ,,
Ganesh-Chaturthi	31st August	Monday	1 ,,
Dussera	5th October	Monday	1 ,,
Divali	24th October	Saturday	1 ,,
Christmas	25th December	Friday	1 ,,

By order of the Committee,

J. B. LESLIE-ROGERS,

Secretary.

BOMBAY, 12*th December* 1907.

List showing the various Statistical Returns published by the Bom

	Members.								
	Half Yearly.			Monthly.			Charge per copy.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Subscription for all publications (only to Members)	100	0	0	16	10	8	.....		
Daily Trade Return (Exports and Imports). Issued daily	27	0	0	4	8	0	0	4	0
Daily Arrivals of Cotton, Wheat and Seeds by Rail and Sea. Issued daily.	34	0	0	5	10	8	0	4	0
Weekly Return (Clearances of Cotton Seeds and Wheat, &c.). Issued weekly...									
Half-yearly Return showing the clearances of Cotton, Seeds, Wheat, &c., Exports of Cotton from Bombay to Europe, China, Japan, Calcutta, &c., and of Wool, Seeds, Wheat and other Sundry articles to Europe, including Port Said (for orders)	13	8	0	2	4	0	0	10	0
Detailed Monthly Return of Principal Imports from Europe and elsewhere. Issued monthly									
Import Manifests, Issued twice a week	20	0	0	3	5	4	0	8	0
Export Manifests, Issued twice a week.	20	0	0	3	5	4	0	8	0
Statement showing the Exports of Cotton from India to Europe, China and Japan, and of Wheat and Seeds to Europe and Port Said (for orders). Issued monthly ...	3	8	0	0	9	4	0	10	0
Movement of Piece-goods and Yarns by Rail. Issued monthly	7	0	0	1	2	8	1	4	0
Current Quotations. Issued weekly...	.....			Free			.....		
Return showing Stocks and Deliveries of Cotton Piece-goods and Yarns; also of Copper and Yellow Metal Sheets. Issued monthly	.....			Free			.....		
Rules and Regulations of the Chamber (with Tonnage schedule) ...	.....			.....			0	6	0
Annual Report of the Chamber ...	2 copies for additi pies each			free and onal co-			5	0	0
Index to the Chamber's Annual Reports (1836-1905)	.....			.....			5	0	0
Decisions on Shipping and Mercantile Matters	.....			.....			2	0	0
Subscription for Membership ...	90	0	0	15	0	0	.....		

bay Chamber of Commerce, their respective Subscriptions, &c.

Non-Members.									Postage.						
Half Yearly.			Monthly.			Charge per copy.			Half Yearly.			Monthly.			
Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	
.....			.. ...			.....			.....			.. ...			
51	0	0	8	8	0	0	8	0	3	4	0	0	8	0	Mail
									4	14	0	0	13	0	Inland.
51	0	0	8	8	0	0	8	0	3	4	0	0	8	0	Mail
									4	14	0	0	13	0	Inland.
15	0	0	2	8	0	0	12	0	0	13	0	0	2	0	
2	8	0	.....			2	8	0	0	0	6	.....			
15	0	0	2	8	0	3	0	0	0	3	0	0	0	6	
45	0	0	7	8	0	1	0	0	1	10	0	0	4	0	
45	0	0	7	8	0	1	0	0	1	10	0	0	4	0	
7	8	0	1	4	0	1	8	0	0	3	0	0	0	6	
15	0	0	2	8	0	3	0	0	0	3	0	0	0	6	
7	8	0	1	4	0	0	8	0	0	13	0	0	2	0	
6	0	0	1	0	0	1	4	0	0	3	0	0	0	6	
... ..			.....			0	8	0	.....			.....			
.....			.....			6	8	0	.....			.....			
.....			.....			5	0	0	.....			0	10	0	Mail
												0	5	0	Inland.
... ..			.....			2	0	0	.....			0	2	0	Mail
												0	1	0	Inland.
.....			... ..			.....			.....			.....			.....

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Weekly Current Quotations as Estimated by the Committee of the

Week ending 11th January.	Week ending 18th January.	Week ending 25th January.	Week ending 1st February.	Week ending 8th February.	Week ending 15th February.	Week ending 22nd February.	Week ending 1st March.	Week ending 8th March.	Week ending 15th March.	Week ending 22nd March.
Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
1s. 4½d.	1s. 4⅜d.	1s. 4 3/16d.	1s. 4 5/32d.	1s. 4d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 2/32 to 1d.	1s. 4 1/8d.	1s. 4 5/32d.
1s. 4 3/16d.	1s. 4 2/16d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 6/32	1s. 4 5/32d.	1s. 4 3/16d.
1s. 4 1/8d.	1s. 4d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4d.	1s. 4 2/32d.	1s. 4 2/32d.	1s. 4 2/32d.	1s. 4 1/4d.	*Nominal.*	1s. 4 1/8d.
1s. 4 1/16d.	1s. 3 15/32d.	1s. 4 1/16d.	1s. 4d.	1s. 3 31/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 13/32 to7/16d.	1s. 4 7/16d.	1s. 4 1/16d.
1s. 4d.	1s. 3 31/32d.	1s. 4d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4 7/16 to1/2d.	1s. 4 1/16d.
1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4 1/8d.	1s. 4 1/16d.	1s. 4 1/32d.
1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4 5/8	1s. 4 1/32d.	1s. 4 1/32d.
1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4 3/8	1s. 4 1/32d.	1s. 4 1/32d.
1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4 1/8d.	1s. 4 1/32d.	1s. 4 1/32d.
1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4 1/32

Week ending 29th March.	Week ending 5th April.	Week ending 12th April.	Week ending 19th April.	Week ending 26th April.	Week ending 3rd May.	Week ending 10th May.	Week ending 17th May.	Week ending 24th May.	Week ending 31st May.	Week ending 7th June.	Week ending 14th June.
Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
10 per cent.	10 per cent	10 per cent.	9 per cent.	9 per cent.	7 per cent.	7 per cent.	6 per cent.	6 per cent.	7 per cent.	7½ per cent.	7 per cent.
Nil.	Nil.	1,80,000	1,500	Rs. 7,000	Nil	Nil	1,00,000	1,000	Rs. 3,00,000	1,02,500	Nil
Rs. 10 to Rs. 11	Rs. 10 to Rs. 11	Rs. 10 to Rs. 11	Rs. 10 to Rs. 11	Rs. 10 to Rs. 11	Rs. 10 to Rs. 11	Rs. 10 to Rs. 11	Rs. 10 to Rs. 11	Rs. 10 to Rs. 11	Rs. 10 to Rs. 11	Rs. 10 to Rs. 11	Rs. 10 to Rs. 11
Rs. 8-8-0 to 8-10-0	Rs. 8-8-0 to 8-10-0	Rs. 8-8-0 to 8-10-0	Rs. 8-10-0 to 8-12-0	Rs. 9-14-0 to 9-0-0	Rs. 9-12-0 to 9-14-0	Rs. 9-6-0 to 9-8-0	Rs. 8-8-0 to 8-10-0	Rs. 9-8-0 to 9-10-0	Rs. 9-12-0 to 9-14-0	Rs. 10-0-0 to 10-2-0	Rs. 10-2-0 to 10-4-0
Rs. 15 12 0 Rdy.	Rs. 15 12 0 Rdy.	Rs. 15 12 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 15 14 6 Rdy.	Rs. 15 14 0 Rdy.	Rs. 15 12 0 Fwd.	Rs. 15 14 0 Rdy.	Rs. 15 14 6 Rdy.	Rs. 15 14 6 Rdy.	Rs. 15 14 6 Rdy.	Rs. 15 14 6 Rdy.
					Rs. 16 0 0 Fwd.		Rs. 14 6 0 Fwd.				
Rs. 160 Rdy.	Rs. 159 Apl.	Rs. 158 Apl.	Rs. 159 Apl.	Rs. 161 Apl.	Rs. 165 May.	Rs. 170 May.	Rs. 173 May.	Rs. 172 May.	Rs. 174 May.	Rs. 176 Rdy.	Rs. 176 Rdy.
162	161	161	161	163	166	172	174	174	176	186	186
168	163	162 to 163 Apl.	168	170	170	180	180	186	188 Rdy.	190	191
170	168	164 Apl.	169	172	172	181	184	188	178 Apl.	191	192
168	168	165 to 168 "	166	176	176	178	186	185	188 "	190	191
172	169	164 Apl.		162	168	Rs. 180 May.	Rs. 186 May.	190	Rs. 192 Rdy.	Rs. 193 Rdy.	192
174	171	171	Rs. 183 to 183	178	178	178		180	196	189	183
208	202 Apl.	202	202 Apl.	204	Rs. 206 May.	210	212 May.	Rs. 210 to 211	212	214	214
210	214	Rs. 216 Apl.	208 to 220 "	Rs. 232 Apl.	Rs. 224 May.	Rs. 229 May.	Rs. 230 May.	Rs. 230 May.	Rs. 231 Rdy.	Rs. 238 Rdy.	Rs. 231 May.
194	194 to 195 Apl.	Rs. 194	196	Rs. 197 Apl.	Rs. 190 May.	Rs. 204 May.	Rs. 203 May.	Rs. 204 May.	Rs. 210 Rdy.	Rs. 217 Rdy.	Rs. 208 Rdy.
194	194 Apl.	194	195	Rs. 197 Apl.	Rs. 189 May.	Rs. 204 May.	Rs. 205 May.	Rs. 206 May.	Rs. 209 Rdy.	Rs. 210 Rdy.	Rs. 207 Rdy.
204	212	204	Rs. 214 Apl.	Rs. 214 May.	Rs. 216 May.				Rs. 221 Rdy.	Rs. 226 Rdy.	Rs. 221 May.
256	251 to 252 Apl.	256	260 to 264	Rs. 266 Apl.	Rs. 262 May.	Rs. 268 May.	Rs. 270 May.	Rs. 274 May.	Rs. 276 Rdy.	Rs. 276 Rdy.	Rs. 272 Rdy.
				Rs. 247 May. 1908.	Rs. 240 Mar. 1908.	Rs. 255 Mar. 08.	Rs. 255 Mar. 08.	Rs. 256 to 259 Mar. 08	Rs. 260 Mar.	Rs. 262 Mar. 08.	Rs. 264 Mar. 08.
Rs. 241 Apl.-May.	Rs. 238 May.	Rs. 240 May.	Rs. 241 to 242 May.	Rs. 241 to 242 May.	Rs. 245 May.	Rs. 247 May.	Rs. 240 May.	Rs. 231 May.	Rs. 230 Rdy.	Rs. 230 Rdy.	Rs. 230 Rdy.
280	288	281 Apl.	282 to 288 Apl.	281 to 282 Apl.	283 to 288 May.	281	246	246	236	238	240
10 11 0 Rdy.	10 12 0 Rdy.	10 14 0 Rdy.	10 14 0 Rdy.		10 11 0 Rdy.						
7 7 6 "	7 8 0 "	7 8 0 "	7 8 0 "	Rs. 7 2 0 Rdy.	Rs. 7 14 6 Rdy.	Rs. 8 2 6 Rdy.	Rs. 8 5 0 Rdy.	Rs. 8 5 0 Rdy.	Rs. 8 6 0 Rdy.	Rs. 8 6 0 Rdy.	Rs. 8 6 0 Rdy.
8 12 6 "				7 6 "	8 6 "	8 6 "	8 10 "	8 7 "	8 10 "	8 10 "	8 10 "
5-4-0 Apl.-May.	5 2 0 "	5 2 0 "	9 4 6 "	8 4 0 "	8 12 "	8 12 "	9 2 "	9 2 "	9 2 "	9 2 "	9 2 "
8-8-6 "	7 14 6 "	7 14 6 "	8 4 0 "	8 8 0 "	9-5-0 May-June	9-5-0 May-June	9-6-0 "	9-6-0 "	9-6-0 "	9-6-0 "	9-6-0 "
9 10 0 Rdy.	9 10 0 "	9 10 0 "	10 8 6 "	10 8 6 "	10 6 6 "	10 6 6 "	10 6 6 "	10 6 6 "	10 6 6 "	10 6 6 "	10 6 6 "
8 0 0 "	8 0 0 "	8 0 0 "	8 0 0 "	8 0 0 "	8 0 0 "	8 0 0 "	8 0 0 "	8 0 0 "	8 0 0 "	8 0 0 "	8 0 0 "
6-14-0 July-Sep.	6-14-0 July-Sep.	6-14-0 July-Sep.	6-12-6 July-Sept.	6-12-6 July-Sept.	6-12-6 July-Sept.	6-14-0 July-Sept.	6-14-0 July-Sept.	6-14-0 July-Sept.	6-14-0 July-Sept.	6-14-0 July-Sept.	6-14-0 July-Sept.
7 7 6 Rdy.	7 7 6 Rdy.	7 7 6 Rdy.	7 7 6 Rdy.	7 7 6 Rdy.	7 7 6 Rdy.	7 7 6 Rdy.	7 7 6 Rdy.	7 7 6 Rdy.	7 7 6 Rdy.	7 7 6 Rdy.	7 7 6 Rdy.
4-7-0 Apl.-May.	4-7-0 Apl.-May.	4-7-0 Apl.-May.	4-10-0 Apl.-May.	4-12-0 Apl.-May.	4-12-0 May-June	4-12-0 May-June	4-12-0 May-June	4-12-0 May-June	4-12-0 May-June	4-12-0 May-June	4-12-0 May-June
		4 9 0 May.		4 8 0 "		4 8 0 "					
Rs. 4-9-0 Apl.-May	Rs. 4-7-0 Apl.-May	Rs. 4-7-0 Apl.-May	Rs. 4-11-0 Apl.-May	Rs. 4-13-0 Apl.-May	Rs. 5 7 6 Fwd.	Rs. 4 12 0 Rdy	Rs. 4 15 0 Rdy	Rs. 5 0 0 Rdy	Rs. 5 0 0 June	Rs. 5 0 0 Rdy.	Rs. 5 0 0 Rdy.
					5 1 0 Apl.						
			4-7-0 Apl.-May.	Rs. 4-7-0 Apl.							
Rs. 1,460	Rs. 1,460	Rs. 1,460	Rs. 1,460	Rs. 1,460	Rs. 1,460 to 1,610	Rs. 1,460 to 1,618	Rs. 1,555	Rs. 1,555	Rs. 1,610	Rs. 1,600	Rs. 1,600 to 1,650
1,620	1,550	1,535	1,625	1,625+	1,640 to 1,630	1,640	1,580 to 1,560	1,560	1,630 to 1,640	1,640	1,630 to 1,640
Ready. (April.)	Ready. (April.)	Ready. (April.)	Ready. (April.)	Ready (April.)	Ready (May)	Ready (May)	Ready (May)	Ready (June)	Ready (June)	Ready (June)	Ready (June)
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
0 14 6	0 14 0	0 14 0	0 16 6	0 16 6	0 15 0	0 15 0	0 18 0	0 18 0	0 17 0	0 17 0	0 17 0
0 15 0	0 15 6	0 15 6	0 15 6	0 15 6	0 15 6	0 15 6	0 18 6	0 18 6	0 17 6	0 17 6	0 16 6 to 0 16 9
0 16 0 to 0 16 6	0 16 0 to 0 16 6	0 16 0 to 0 16 6	0 16 0 to 0 16 6	0 16 0 to 0 16 6	0 16 0 to 0 16 6	0 16 0 to 0 16 6	0 18 0 to 0 18 6	0 18 0 to 0 18 6	0 17 0 to 0 17 6	0 17 0 to 0 17 6	0 17 0 to 0 17 6
0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 18 6	0 18 6	0 17 6	0 17 6	0 17 6
0 17 0	0 17 0	0 17 0	0 17 0	0 17 0	0 17 0	0 17 0	0 19 0	0 19 0	0 18 0	0 18 0	0 18 0
0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 19 6	0 19 6	0 18 6	0 18 6	0 18 6
0 18 0	0 18 0	0 18 0	0 18 0	0 18 0	0 18 0	0 18 0	0 20 0	0 20 0	0 19 0	0 19 0	0 19 0
0 18 6	0 18 6	0 18 6	0 18 6	0 18 6	0 18 6	0 18 6	0 20 6	0 20 6	0 19 6	0 19 6	0 19 6
0 19 0	0 19 0	0 19 0	0 19 0	0 19 0	0 19 0	0 19 0	0 21 0	0 21 0	0 20 0	0 20 0	0 20 0
0 19 6	0 19 6	0 19 6	0 19 6	0 19 6	0 19 6	0 19 6	0 21 6	0 21 6	0 20 6	0 20 6	0 20 6
0 20 0	0 20 0	0 20 0	0 20 0	0 20 0	0 20 0	0 20 0	0 22 0	0 22 0	0 21 0	0 21 0	0 21 0
0 20 6	0 20 6	0 20 6	0 20 6	0 20 6	0 20 6	0 20 6	0 22 6	0 22 6	0 21 6	0 21 6	0 21 6
0 21 0	0 21 0	0 21 0	0 21 0	0 21 0	0 21 0	0 21 0	0 23 0	0 23 0	0 22 0	0 22 0	0 22 0
Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
17	17	17	17	17	17	17	17	17	17	17	17

Weekly Current Quotations as Estimated by the Committee of th

Week ending 4th January.	Week ending 11th January.	Week ending 18th January.	Week ending 25th January.	Week ending 1st February.	Week ending 8th February.	Week ending 15th February.	Week ending 22nd February.	Week ending 1st March.	Week ending 8th March.	Week ending 15th March.	Week ending 22nd March.
Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
4 3/32d.	1s. 4 1d.	1s. 4 1/32d.	1s. 4 1d.	1s. 4 1d.	1s. 4 2d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 3/32d.	1s. 4 3/32 to 1d.	1s. 4 1/32d.	1s. 4 5/32d.
4 5/32d.	1s. 4 3/16d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/16d.
4 1/16d.	1s. 4d.	1s. 4d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4d.	1s. 4 7/32d.	1s. 4 1/32d.	Nominal.	Nominal.	1s. 4 3/32d.
4 17/32d.	1s. 4 17/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 7/32d.	1s. 4 13/32d.	1s. 4 1/16d.	1s. 4 13/32 to 7/16d.	1s. 4 7/16d.	1s. 4 1/32d.
4 11/16d.	1s. 4 11/16d.	1s. 4 1/8d.	1s. 4d.	1s. 4 15/32d.	1s. 4 1/16d.	1s. 4 15/32d.	1s. 4 7/16d.	1s. 4 5/32d.	1s. 4 7/16 to15/32d.	1s. 4 15/32d.	1s. 4 1/16d.
4 9/16d.	1s. 4 13/16d.	1s. 4 5/32d.	1s. 4 1/32d.	1s. 4 17/32d.	1s. 4 3/32d.	1s. 4 1/2d.	1s. 4 15/32d.	1s. 4 7/32d.	1s. 4 15/32d.	1s. 4 1/2d.	1s. 4 3/32d.
4 13/32d.	1s. 4 29/32d.	1s. 4 3/16d.	1s. 4 3/32d.	1s. 4 9/16d.	1s. 4 1/8d.	1s. 4 17/32d.	1s. 4 1/2d.	1s. 4 9/32d.	1s. 4 1/2d.	1s. 4 17/32d.	1s. 4 5/32d.
723	1-723	724	1724	1-725	1724	1724	1724	1724	1724	1724	178
100 1/32	100 1/16	100 1/16	100 1/16	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100	100
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
165 0 0	163 0 0	164 0 0	163 0 0	162 0 0	161 8 0	162 8 0	162 12 0	162 4 0	162 4 0	159 0 0	154 4 0
223 0 0	222 0 0	222 0 0	222 0 0	221 0 0	220 8 0	221 0 0	221 0 0	219 0 0	218 0 0	218 0 0	209 8 0
148 12 0	148 12 0	149 8 0	148 8 0	148 8 0	148 8 0	148 8 0	148 8 0	148 8 0	148 4 0	148 4 0	148 4 0
24 0 0	24 1 0	24 1 0	24 1 0	24 2 0	24 2 6	24 2 0	24 2 0	24 1 0	24 1 0	24 1 0	24 1 0
15 2 0	15 2 0	15 2 0	15 2 0	15 4 0	15 4 0	15 3 0	15 3 0	15 2 0	15 2 0	15 1 0	15 1 0
82 0 0 Rdy.	82 0 0 Rdy.	82 0 0 Rdy.	81 2 0 Rdy.	80 2 0 Rdy.	79 8 0 Rdy.	79 12 0 Rdy.	82 2 0 Rdy.	80 0 0 Rdy.	80 9 0 Rdy.	80 6 0 Rdy.	78 5 0 Rdy.
83 10 0 Fwd.	83 10 0 Fwd.	83 12 0 Fwd.	81 0 0 Fwd.	80 0 0 Fwd.	80 0 0 Fwd.	79 12 0 Fwd.	80 10 0 Fwd.	80 10 0 Fwd.	80 12 0 Fwd.	80 12 0 Fwd.	78 7 0 Fwd.
4 per cent.	11 per cent.	4 per cent.	11 per cent.	10 per cent.	10 per cent.	10 per cent.	11 per cent.	10 per cent.	9 per cent.	9 per cent.	9 per cent.
"	3 "	"	3 "	9 "	9 "	9 "	9 "	9 "	8 "	8 "	8 "
"	9 "	"	9 "	9 "	9 "	9 "	9 "	9 "	8 "	8 "	8 "
Rs. 96 4 0	Rs. 96 8 0	Rs. 97 8 0	Rs. 97 3 0	Rs. 97 2 0	Rs. 89 4 0	Rs. 97 7 0	Rs. 97 1 0	Rs. 97 2 0	Rs. 97 4 0	Rs. 97 12 0	Rs. 97 4 0
" 98 8 0	" 98 8 0	" 98 8 0	" Nil.	" Nil.	" 83 6 0	" 97 8 0	" 97 0 0	" 97 0 0	" Nil.	" 97 0 0	" 93 0 0
11,600	9,600	1,600	Nil.	Nil.	13,500	21,000	6,000	5,600	Nil.	Nil.	Nil.
10,000	Rs. 25,000	1,600	Nil.	Nil.	Nil.	68,000	Nil.	11,40,900	Nil.	1,97,600	1,00,000
Rs. 3 15 0	Rs. 3 15 0	Rs. 3 15 0	Rs. 3 15 0	Rs. 3 15 6	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	" 4 2 6
" 4 12 0	" 4 12 0	" 4 12 0	" 4 14 0	" 4 15 0	" 4 15 0	" 4 15 0	" 4 15 0	" 4 15 0	" 4 15 0	" 4 15 0	" 4 15 0
As. 11 to 11¼	As. 11 to 11¼	As. 11 to 11¼	As. 11 to 11¼	As. 11 to 11¼	As. 11 to 11¼	As. 11 to 11¼	As. 11 to 11¼	As. 11 to As. 11¼	As. 11 to As. 11¼	As. 11 to As. 11¼	As. 11 to As. 11¼
10¾ to 11	10¾ to 11	10¾ to 11	10¾ to 11	10½ to 11	10½ to 11	10½ to 11	10½ to 11	10¾ to 11	10¾ to 11	10¾ to 11	10¾ to 11
Rs. 89 0 0	Rs. 89 0 0	Rs. 89 0 0	Rs. 89 0 0	Rs. 89 0 0	Rs. 89 0 0	Rs. 89 0 0	Rs. 89 0 0	Rs. 89 0 0	Rs. 89 0 0	Rs. 89 0 0	Rs. 89 0 0
" 84 4 0	" 84 4 0	" 84 4 0	" 84 4 0	" 84 4 0	" 84 4 0	" 84 4 0	" 84 4 0	" 84 4 0	" 84 4 0	" 84 4 0	" 84 4 0
" 97 0 0	" 97 0 0	" 97 0 0	" 97 0 0	" 97 0 0	" 97 0 0	" 97 0 0	" 97 0 0	" 97 0 0	" 97 0 0	" 97 0 0	" 97 0 0
" 98 0 0	" 98 0 0	" 98 0 0	" 98 0 0	" 97 8 0	" 97 8 0	" 97 8 0	" 97 8 0	" 97 8 0	" 97 8 0	" 97 8 0	" 97 8 0
" 65 0 0	" 65 0 0	" 65 0 0	" 53 0 0	" 58 0 0	" 58 0 0	" 53 8 0	" 53-0-0 to 54-0-0	" 58 8 0	" 53 0 0	" 58 8 0	" 64 0 0
" 5-5-0	" 9 6 0	" 8 6 0	" 9 4 0	" 9 4 0	" 9 7 0	" 9 10 0	" 9 10 0	" 9 10 0	" 9 9 0	" 9 11 0	" 9 11 0
" 8 12 0	" 8 13 0	8-12-0 to 8-13-0	" 8 13 0	" 8 13 0	" 8 11 0	" 8 15 0	" 8 14 0	" 8 14 0	" 8 13 0	8-12-0 to 8-13-0	8-12-0 to 8-13-0
" 11 12 0	" 11 12 0	" 11 8 0	" 11 4 0	" 11 4 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 4 0	" 11 4 0
" 16 0 0	" 16 0 0	" 16 0 0	" 16 0 0	" 16 0 0	Rs. 20 8 0 Fwd.	Rs. 20 8 0 Fwd.	" 11 8 0	" 11 8 0 Fwd.	" 11 8 0 Fwd.	Rs. 20 0 0 Fwd.	
Rs. 14 8 0 Rdy.	Rs. 14 8 0 Rdy.	Rs. 14 8 0 Rdy.	Rs. 14 8 0 Rdy.	Rs. 16 0 0 Rdy.	Rs. 16 0 0 Rdy.	Rs. 16 0 0 Rdy.	Rs. 16 0 0 Rdy.	Rs. 16 0 0 Rdy.	Rs. 16 0 0 Rdy.	Rs. 16 0 0 Rdy.	Rs. 15 12 0 Rdy.
"	"	"	"	"	"	"	"	"	"	"	"
Rs. 13 12 0 Fwd.	Rs. 13 12 0 Fwd.	Rs. 13 12 0 Fwd.	Rs. 13 12 0 Fwd.	Rs. 15 0 0 Fwd.	Rs. 15 0 0 Fwd.	Rs. 15 0 0 Fwd.	Rs. 15 0 0 Fwd.	Rs. 15 0 0 Fwd.	Rs. 15 0 0 Fwd.	Rs. 14 8 0 Fwd.	
"	"	"	"	"	"	"	"	"	"	"	"
"	"	"	"	"	"	"	"	"	"	"	"
"	"	"	"	"	"	"	"	"	"	"	"

Week ending 1st April.	Week ending 8th April.	Week ending 15th May.	Week ending 10th May.	Week ending 17th May.	Week ending 24th May.	Week ending 31st May.	Week ending 7th June.	Week ending 14th June.	Week ending 21st June.	Week ending 28th June.
Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
4 1/8d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.
4 3/16d.	1s. 4 1/8d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 3/32d.
4 1/4d.	1s. 4 1/16d.	1s. 4 1/8d.	1s. 4 1/16d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 1/8d.	1s. 4 1/8d.
4 5/8d.	1s. 4 5/16d.	1s. 4 1/4d.	1s. 4 1/8d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 5/16d.
4 15/16d.	1s. 4 11/32d.	1s. 4 5/16d.	1s. 4 3/16d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 13/32d.	1s. 4 1/2d.	1s. 4 1/2d.	1s. 4 13/32d.	1s. 4 3/8d.
4 13/32d.	1s. 4 11/32d.	1s. 4 5/16d.	1s. 4 1/4d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 7/16d.	1s. 4 9/16d.	1s. 4 9/16d.	1s. 4 7/16d.	1s. 4 7/16d.
4 9/16d.	1s. 4 15/32d.	1s. 4 7/16d.	1s. 4 13/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 17/32d.	1s. 4 9/16d.	1s. 4 9/16d.	1s. 4 17/32d.
2 1/16	1 21 1/2	1 17 1/2	1 17 1/2	1 17 3/4	1 17 3/4	1 17 1/2	1 17 1/2	1 17 1/2	1 17 1/2	1 17 1/2
1/16	100 1/32	100 1/16	100 1/16	100 1/16	100 1/16	100 1/32	100 1/32	100	100	100 1/32
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
125 0 0	186 8 0	157 8 0	157 8 0	188 0 0	160 0 0	161 0 0	160 0 0	161 0 0	160 0 0	161 0 0
212 8 0	214 8 0	214 12 0	214 12 0	216 0 0	216 0 0	218 8 0	218 8 0	218 8 0	218 8 0	219 0 0
148 12 0	148 8 0	148 8 0	148 8 0	150 0 0	150 0 0	149 12 0	149 12 0	149 12 0	149 12 0	149 12 0
24 0 0	24 1 0	24 1 0	24 1 0	24 0 0	24 0 0	24 1 0	24 1 0	24 0 0	24 0 0	24 0 0
15 0 0	15 1 0	15 1 0	15 1 0	15 2 0	15 2 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
77 9 0 Rdy.	77 0 0 Rdy.	78 2 0 Rdy.	78 2 0 Rdy.	77 14 0 Rdy.	79 4 0 Rdy.	78 9 0 Rdy.	78 15 0 Rdy.	78 5 0 Rdy.	78 10 0 Rdy.	78 7 0 Rdy.
77 0 0 Fwd.	77 9 0 Fwd.	76 12 0 Fwd.	76 14 0 Fwd.	77 1 0 Fwd.	78 8 0 Fwd.	78 8 0 Fwd.	78 1 0 Fwd.	78 0 0 Fwd.	82 10 0 Fwd.	78 11 0 Fwd.
per cent.	9 per cent.	7 per cent.	7 per cent.	6 per cent.	6 per cent.	7 per cent.	7½ per cent.	7 per cent.	6 per cent.	6 per cent.
"	8 "	7 "	6 "	6 "	6 "	6 "	7 "	7 "	6 "	6 "
"	8 "	7 "	6 "	6 "	6 "	6 "	7 "	7 "	6 "	6 "
37 14 0	Rs. 97 15 0	Rs. 38 5 0	Rs. 98 2 0	Rs. 97 15 0	Rs. 97 13 0	Rs. 97 5 0	Rs. 96 10 0	Rs. 96 11 0	Rs. 96 12 0	Rs. 96.11 0
93 0 0	" 82 3 0	" 82 8—6	" 82 8 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0
2,500	Nil.	" 21,500	Nil	" 2,500	" 22,500	Nil.	1,000	Nil.	Nil.	Nil.
1,500	Rs. 2,500	Nil	Nil	" 1,00,000	" 1,000	Rs. 2,20,000	2,02,500	Nil	Nil	Rs. 94,500
4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0
4 15 0	" 4 15 0	" 4 12 0	" 4 15 0	" 4 15 0	" 4 15 0	" 4 15 0	" 4 15 6	" 4 15 6	" 4 15 6	" 4 15 6
11 to As. 11 1/4	As. 11 to As. 11 1/4	As. 11 to As. 11 1/4	As. 11 to As. 11 1/4	As. 11 to As. 11 1/4	As. 11 to As. 11 1/4	As. 11 to As. 11 1/4	As. 11 to As. 11 1/4	As. 11 to As. 11 1/4	As. 11 to As. 11 1/4	As. 11 to As. 11 1/4
104 to " 11	104 to " 11	104 to " 11	104 to " 11	104 to " 11	103 5/8 to " 11 1/4	103 to " 11	104 to " 11	104 to " 11	104 to " 11	104 to " 11
57 0 0	Rs. 56 0 0	Rs. 21 0 0	Rs. 56 8 0	Rs. 56 0 0	Rs. 56 8 0	Rs. 56 0 0	Rs. 56 0 0	Rs. 56 0 0	Rs. 56 0 0	Rs. 56 0 0
66 0 0	" 64 0 0	" 66 0 0	" 66 0 0	" 66 0 0	" 66 0 0	" 66 0 0	" 66 0 0	" 66 0 0	" 66 0 0	" 65 8 0
37 0 0	" 37 0 0	" 37 0 0	" 37 0 0	" 37 0 0	" 38 0 0	" 37 8 0	" 37 8 0	" 37 8 0	" 37 8 0	" 37 8 0
37 8 0	" 37 8 0	" 37 8 0	" 37 8 0	" 37 8 0	" 38 0 0	" 37 8 0	" 37 8 0	" 37 8 0	" 37 8 0	" 38 0 0
53 8 0	" 53 8 0	" 53 8 0	" 53 8 0	" 53 8 0	" 53 8 0	" 53 8 0	" 53 0 0	" 53 0 0	" 53 0 0	" 53 8 0
9 9 0	" 9 10 6	" 9 11 0	" 9 15 0	" 10 2 0	" 10 4 0	" 10 3 0	" 11 0 0	" 11 0 0	" 11 0 0	" 10 13 0
8-10-0 to 8-12-0	" 8-14-0 to 9-0-0	" 8-12-0 to 8-14-0	" 9-6-0 to 9-8-0	" 9-8-0 to 9-10-0	" 9-8-0 to 9-10-0	" 9-12-0 to 9-14-0	" 10-6-0 to 10-8-0	" 10-2-0 to 10-4-0	" 10-0-0 to 10-2-0	" 9-18-0 to 10-0-0
11 4 0	" 11 4 0	" 11 0 0	" 11 0 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 4 0
15 8 0 Rdy.	Rs. 15 8 0 Rdy.	Rs. 15 8 0 Rdy.	Rs. 15 8 0 Fwd.	Rs. 15 8 0 Rdy.	Rs. 15 8 0 Rdy.	Rs. 15 8 0 Rdy.	Rs. 15 8 0 Rdy.	Rs. 15 8 0 Rdy.	Rs. 15 8 0 Rdy.	Rs. 15 8 0 Rdy.
	Rs. 14 0 0 Fwd.			Rs. 14 8 0 Fwd.						
159 Apl.	Rs. 161 Apl.	Rs. 165 May.	Rs. 170 May.	Rs. 173 May.	Rs. 172 May.	Rs. 174 Rdy.	Rs. 176 Rdy.	Rs. 176 Rdy.	Rs. 172 Rdy.	Rs. 174 Rdy.
161 "	" 163 "	" 166 "	" 161 "	" 164 "	" 162 "	" 164 Rdy.	" 166 "	" 167 "	" 163 "	" 165 "
160 "	" 175 "	" 167 "	" 180 "	" 174 "	" 176 "	" 185 Rdy.	" 180 "	" 181 "	" 186 "	" 186 "
150 "	" 162 "	" 167 "	" 171 "	" 174 "	" 176 "	" 176 Rdy.	" 181 "	" 182 "	" 180 "	" 180 "	
166 "	" 170 "	" 175 "	" 180 "	" 183 "	" 185 "	" 188 "	" 190 "	" 191 "	" 186 "	" 188 "
182½ 185 "	" 188 "	" 182 "						" 182 "		
173 "	" 183 "	" 173 "	Rs. 189 May.	Rs. 189 May.	" 190 "	Rs. 192 Rdy.	Rs. 193 Rdy.	" 194 "	Rs. 190 Rdy.	Rs. 193 "
	" 173 "	" 178 "	" 178 "		" 180 "	" 182 "	" 185 "	" 182 "	" 186 "	" 183 "
202 Apl.	" 204 "	Rs. 205 May.	" 210 "	" 212 May.	Rs. 210 to 211	" 212 "	" 214 "	" 214 "	" 208 "	" 209 "
208 to 209 "	Rs. 224 May.	Rs. 229 May.	Rs. 229 May.	Rs. 230 May.	Rs. 231 May.	Rs. 233 Rdy.	Rs. 233 Rdy.	Rs. 231 Rdy.	Rs. 230 Rdy.	Rs. 232 "
195 "	Rs. 197 Apl.	Rs. 199 May.	Rs. 204 May.	Rs. 205 May.	Rs. 206 May.	" 206 Rdy.	Rs. 210 Rdy.	Rs. 206 Rdy.	Rs. 204 Rdy.	Rs. 205 "
196 "	Rs. 197 Apl.	Rs. 199 May.	Rs. 204 May.	Rs. 206 May.	Rs. 206 May.	Rs. 208 May.	Rs. 210 Rdy.	Rs. 207 Rdy.	Rs. 204 Rdy.	Rs. 205 "
	Rs. 212 Apl.	Rs. 214 May.	Rs. 216 May.			Rs. 221 May.	Rs. 221 Rdy.	Rs. 221 Rdy.		
260 to 261 "	Rs. 267 Apl.	Rs. 262 May.	" 268 May.	Rs. 273 May.	Rs. 274 May.	Rs. 276 May.	Rs. 276 Rdy.	Rs. 277 Rdy.	Rs. 271 Rdy.	Rs. 276 Rdy.
	Rs. 247 Mar. 1908.	Rs. 249 Mar. 1908.	Rs. 255 Mar. 08.	Rs. 256 Mar. 08.	Rs. 258 to 259 Mar. 08.	Rs. 260 Mar.	Rs. 262 Mar. 08.	Rs. 261 Mar. 08.	Rs. 256 Mar. 08.	Rs. 257 Mar.
241 to 242 May.	Rs. 241 to 242 May.	Rs. 242 May.	Rs. 247 May.	Rs. 250 May.	Rs. 251 May.	Rs. 250 May.	Rs. 249 Rdy.	Rs. 249 Rdy.	Rs. 248 Rdy.	Rs. 248 Rdy.
238 to 238 Apl.	" 241 to 242 Apl.	" 242 to 238 May.	" 241	" 246	" 248	" 238	" 240	" 238	" 234	" 235
10 14 0 Rdy.			Rs. 11 2 0 Rdy.							
7 7 6										
7 8 0	Rs. 7 7 6 Rdy.	Rs. 7 7 6 Rdy.	Rs. 7 7 6 Rdy.	Rs. 8 5 6 Rdy.	Rs. 8 6 0 Rdy.	Rs. 8 5 6 Rdy.	Rs. 8 4 6 Rdy.	Rs. 8 5 0 Rdy.	Rs. 8 3 6 Rdy.	Rs. 8 3 6 Rdy.
	" 7 13 6 "	" 8 1 6 "	" 8 1 6 "	" 8 4 6 "	" 7 15 6 "	" 8 0 6 "	" 8 2 6 "	" 8 2 6 "	" 8 3 6 "	" 8 3 0 "
8 14 6	" 7 7 6 "	" 7 7 6 "	" 7 7 6 "	" 7 7 6 "	" 7 7 6 "	" 7 7 6 "	" 7 7 6 "	" 7 7 6 "	" 7 7 6 "	" 7 7 6 "
8 14 6	" 8 6 0 "	" 8 13 9 "	" 8 12 6 "	" 9 2 0 "	" 9 1 0 "	" 9 1 0 "	" 9 2 0 "	" 9 2 0 "	" 9 2 6 "	" 9 2 6 "
8 14 6	9-2-0 Apl.-May	8-6-0 May-June	" 9 6 0 Month							
8 14 6	Rs. 8 10 6 Rdy.	Rs. 8 10 6 Rdy.	Rs. 8 10 6 Rdy.	Rs. 10 6 6 Rdy.	Rs. 10 6 6 Rdy.	Rs. 10 6 0 Rdy.	Rs. 10 6 0 "	Rs. 10 6 0 "	Rs. 10 5 6 Rdy.	Rs. 10 11 0 Rdy.
8 8 6	" 8 15 0 "	" 8 15 0 "	" 8 15 0 "	" 9 0 6 "	" 9 5 6 "	" 9 5 6 "	" 9 5 6 "	" 9 5 6 "	" 9 5 6 "	" 9 5 6 "
4-14-0 July-Sep	6-12-6 July-Sept.	6-12-6 July-Sept.	6-12-6 July-Sept.	6-14-0 July-Sept.	6-14-0 July-Sept.	6-16-0 July-Sept.	6-16-0 July-Sept.	6-16-0 July-Sept.	7-0-0 July-Sept.	7-0-0 July-Sept.
6 6 Rdy.	" 4 6 Rdy.	" 4 6 Rdy.	" 4 6 Rdy.	" 4 6 Rdy.	" 4 6 Rdy.	" 4 8 Rdy.	" 4 8 Rdy.	" 4 8 Rdy.	" 4 8 Rdy.	" 4 8 Rdy.
4-16-0 Apl.-May	4-11-0 Apl.-May	4 11 0 "	4-12-0 May-June	4-14-0 "	5 0 0 "	5 0 0 "	4 10 0 "	4 13 0 "	4 13 0 "	4 13 0 "
		4 8 0 "			Rs. 4 12 0 Rdy.					
4-17-0 Apl.-May	Rs. 4-13-0 Apl.-May	Rs. 5 7 6 Fwd.	Rs. 5 1 0 Aug.	Rs. 4 12 0 Rdy.	Rs. 5 15 0 Rdy.	Rs. 5 7 6 Rdy.	Rs. 5 7 0 Rdy.	Rs. 5 7 0 June.	Rs. 5 6 0 Aug.	Rs. 5 6 0 Rdy.
4-17-0 Apl.-May	Rs. 4 15 0 Rdy.	Rs. 5 5 0 Aug.								
1,450	1,450	Rs. 1,450 to 1,510	Rs. 1,450 to 1,510	Rs. 1,565	Rs. 1,565	Rs. 1,560	1,560	Rs. 1,400 to 1,420	Rs. 1,400 to 1,420	Rs. 1,420 to 1,450
1,450	1,325*	1,240 to 1,330	1,240 to 1,330	1,330 to 1,360	1,330 to 1,360	1,330 to 1,340	1,340	1,320 to 1,340	1,320 to 1,340	Rs. 1,360 to 1,400
Ready. (April).	Ready (April).	Ready (May).	Ready (May).	Ready (May).	Ready (June).	Ready (June).	Ready (June).	Ready (June).	Ready (June).	Ready (July).
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
14 6	0 15 6	0 15 6	0 15 6	0 18 0	0 16 0	0 17 0	0 16 0	0 16 0	0 18 0	0 18 0
15 0	0 15 6	0 15 6	0 15 6	0 18 0	0 16 0	0 17 0	0 16 0	0 16 0	0 18 0	0 18 0
15 0	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6
15 0	0 16 6	0 15 0	0 14 6	0 15 0	0 15 0	0 15 0	0 15 0	0 16 6	0 16 6	0 19 6
	0 18 0	0 18 0	0 17 6	0 17 6	0 17 0	0 17 0	0 17 0	0 18 0	0 17 6	0 17 6
10 0	0 15 0	0 15 0	0 15 0	0 16 0	0 16 0	0 16 0	0 16 0	0 16 0	0 17 6	0 18 0
16 6	0 15 0	0 15 0	0 15 0	0 16 0	0 16 0	0 16 0	0 16 0	0 16 0	0 18 0	0 18 0
14 0	0 15 6	0 15 6	0 15 6	0 16 6	0 16 6	0 17 0	0 17 0	0 17 0	0 18 6	0 18 6
14 0	0 15 6	0 15 6	0 15 6	0 16 6	0 16 6	0 17 0	0 17 0	0 17 0	0 18 6	0 18 6
14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
17	17	17	17	17	17	17	17	17	17	17

Weekly Current Quotations as Estimated by the Committee of th

QUOTATIONS.	Week ending 4th July.	Week ending 11th July.	Week ending 18th July.	Week ending 25th July.	Week ending 1st August.	Week ending 8th August.	Week ending 15th August.	Week ending 22nd August.	Week ending 29th August.	Week ending 5th September.	Week ending 12th September.	Week ending 19th September.	Week ending 26th September.	W
EXCHANGE,	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	
On England Bank Bills, Tel. Transfer —	4 1/32d.	4 1/32d.	4 1/32d.	4 1/32d.	4 1/32d.	4 1/32d.	4 1/32d.	4 1/32d.	4 1/32d.	4 1/32d.	4 1/32d.	4 1/32d.	4 1/32d.	4
" " Sight	4 1/16d.	4 1/16d.	4 1/16d.	4 1/16d.	4 1/16d.	4 1/16d.	4 1/16d.	4 1/16d.	4 1/16d.	4 1/16d.	4 1/16d.	4 1/16d.	4 1/16d.	4
" " 2 m/m	4 1/8d.	4 1/8d.	4 5/32d.	4 5/32d.	4 5/32d.	4 5/32d.	4 5/32d.	4 2/32d.	4 2/32d.	4 2/32d.	4 2/32d.	4 2/32d.	4 2/32d.	4
First Class Credits — "	4 3/32d.	4 3/32d.	4 3/32d.	4 3/32d.	4 3/32d.	4 3/32d.	4 3/32d.	4 3/32d.	4 3/32d.	4 3/32d.	4 3/32d.	4 3/32d.	4 3/32d.	4
Documents — "	4 5/32d.	4 5/32d.	4 5/32d.	4 5/32d.	4 5/32d.	4 5/32d.	4 5/32d.	4 4/32d.	4 4/32d.	4 4/32d.	4 4/32d.	4 4/32d.	4 4/32d.	4
Paper France Mercantile Bills — "	4 5/16d.	4 5/16d.	4 5/16d.	4 5/16d.	4 5/16d.	4 5/16d.	4 5/16d.	4 5/16d.	4 5/16d.	4 5/16d.	4 5/16d.	4 5/16d.	4 5/16d.	4
On Calcutta Bank, Telegraphic Transfer —	1/32d.	1/32d.	1/32d.	1/32d.	1/32d.	1/32d.	1/32d.	1/32d.	1/32d.	1/32d.	1/32d.	1/32d.	1/32d.	
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
On China Mercantile Bills, 30 per 100 Dollars	161 8 0	161 8 0	162 8 0	163 0 0	163 0 0	163 0 0	162 8 0	163 0 0	163 0 0	162 12 0	162 0 0	162 12 0	163 0 0	
days' Sight. per 100 Yens	161 8 0	161 8 0	162 8 0	163 0 0	163 0 0	163 0 0	162 8 0	163 0 0	163 0 0	162 12 0	162 0 0	162 12 0	163 0 0	
English Bank Bills, 180 usnh (per cent.)	159 0 0	159 0 0	160 0 0	160 8 0	160 8 0	160 8 0	159 8 0	160 8 0	160 8 0	159 8 0	159 0 0	159 8 0	160 0 0	
Sovereigns — "	24 8 0	24 8 0	24 8 0	24 8 0	24 8 0	24 8 0	24 8 0	24 8 0	24 8 0	24 8 0	24 8 0	24 8 0	24 8 0	
" "	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	
Bar Silver — "	60 Rdy.	60 Rdy.	60 Rdy.	60 Rdy.	60 Rdy.	60 Rdy.	60 Rdy.	60 Rdy.	60 Rdy.	60 Rdy.	60 Rdy.	60 Rdy.	60 Rdy.	
	15 6 Fwd.	15 6 Fwd.	15 6 Fwd.	15 6 Fwd.	15 6 Fwd.	15 6 Fwd.	15 6 Fwd.	15 6 Fwd.	15 6 Fwd.	15 6 Fwd.	15 6 Fwd.	15 6 Fwd.	15 6 Fwd.	
RATES OF DISCOUNT.														
Bank Rate of Discount on Private Bills, 60 days' Sight — "	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6
Bank Rate of Interest on Demand Loans on Government Securities — "	4 "	4 "	4 "	4 "	4 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	
Rate of Interest in the Open Market on Government Paper — "	4 "	4 "	4 "	4 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	
GOVERNMENT SECURITIES.														
Three-and-a-half per cent. — "	Rs. 97 1 0	Rs. 97 1 0	Rs. 97 1 0	Rs. 96 12 0	Rs. 96 12 0	Rs. 96 12 0	Rs. 96 12 0	Rs. 96 12 0	Rs. 96 12 0	Rs. 96 14 0	Rs. 96 14 0	Rs. 97 5 0	Rs. 96 15 0	Rs.
Three per cent. — "	82 0 0	82 0 0	82 0 0	82 0 0	82 0 0	82 0 0	82 0 0	82 0 0	82 0 0	82 0 0	82 0 0	82 0 0	82 0 0	
Government Paper enfaced for London — "	1,000	500	Nil.	1,000	Nil.	12,000	37,700	1,500	Nil.	1,000	Nil.	1,115,000	Nil.	83,000
Government Paper enfaced from London to Bombay — "	50,000	75,000	1,30,000	98,000	1,000	2,60,000	4,35,000	4,000	Nil.	75,000	Nil.	1,11,000	Nil.	
IMPORTS.														
Piece-Goods—														
Tbs. 32in. 8?, yds. Grey Shirtings (per piece)	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 3 0	Rs. 4 3 0	Rs. 4 3 0	Rs. 4 3 0	Rs.
8lbs. 32in. 10 yds. "	4 15 0	4 15 0	4 15 0	4 15 0	4 15 0	4 15 0	4 15 0	4 15 0	4 15 0	4 15 0	4 15 0	4 15 0	4 15 0	
No. 40s Mule Twist (per lb.) — "	1/1 to 1/2	1/1 to 1/2	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	
No. 20s Yarn — "	1/1 to 1/2	1/1 to 1/2	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	1/2 to 1/3	
Copper Bracers (in bundles) per cwt. — "	66 0 0	66 0 0	66 0 0	66 0 0	66 0 0	66 0 0	66 0 0	66 0 0	66 0 0	66 0 0	66 0 0	66 0 0	66 0 0	
Yellow Metal — "	64 0 0	64 0 0	64 0 0	64 0 0	64 0 0	64 0 0	64 0 0	64 0 0	64 0 0	64 0 0	64 0 0	64 0 0	64 0 0	
Belgian No. 2 Rs less (per cask of 744 lbs.) — "	37 0 0	37 0 0	37 0 0	36 8 0	36 8 0	36 8 0	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0	
Steel Wire — "	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0	
Swedish Bar Iron — "	63 0 0	63 0 0	63 0 0	63 0 0	63 0 0	63 0 0	63 0 0	63 0 0	63 0 0	63 0 0	63 0 0	63 0 0	63 0 0	
Sugar-Refinery Crystals Beet(per cwt.)ex.Odessa — "	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	
Do. Mountain Ordinary Grains, Ditto (per cwt.) — "														
Do. do. Refined — "	9 14 0	9 10 0	9 7 0 to 9 8 0	9 6 0 to 9 7 0	9 4 0 to 9 5 0	9 4 0 to 9 5 0	9 4 0 to 9 5 0	9 0 0 to 9 4 0	9 0 0 to 9 4 0	9 0 0 to 9 4 0	9 0 0 to 9 4 0	9 0 0 to 9 4 0	9 0 0 to 9 4 0	
Do. China Beet Refd. White (per cwt.) — "	11 4 0	11 4 0	11 4 0	11 4 0	11 4 0	11 4 0	11 4 0	11 4 0	11 4 0	11 4 0	11 4 0	11 4 0	11 4 0	
Darjeeling's West Hartley Coal (per ton) shewgulee — "														
Cardiff — "	Rs. 24 8 0 Fwd.	Rs. 24 8 0 Fwd.	Rs. 24 8 0 Fwd.	Rs. 24 8 0 Fwd.	Rs. 24 8 0 Fwd.	Rs. 24 8 0 Fwd.	Rs. 24 8 0 Fwd.	Rs. 24 8 0 Fwd.	Rs. 24 8 0 Fwd.	Rs. 24 8 0 Fwd.	Rs. 24 8 0 Fwd.	Rs. 24 8 0 Fwd.	Rs. 24 8 0 Fwd.	Rs.
Jaipur — "	Rs. 21 0 0 Fwd.	Rs. 21 0 0 Fwd.	Rs. 21 0 0 Fwd.	Rs. 22 0 0 Fwd.	Rs. 21 0 0 Fwd.	Rs. 21 0 0 Fwd.	Rs. 21 0 0 Fwd.	Rs. 21 0 0 Fwd.	Rs. 22 0 0 Fwd.	Rs. 22 0 0 Fwd.	Rs. 22 0 0 Fwd.	Rs. 22 0 0 Fwd.	Rs. 22 0 0 Fwd.	Rs.
Jamboo — "														
Beshapore — "														
Bengazee — "	Rs. 14 8 0 Fwd.	Rs. 14 8 0 Fwd.	Rs. 14 8 0 Fwd.	Rs. 14 8 0 Fwd.	Rs. 14 8 0 Fwd.	Rs. 14 8 0 Fwd.	Rs. 14 8 0 Fwd.	Rs. 14 8 0 Fwd.	Rs. 14 8 0 Fwd.	Rs. 14 8 0 Fwd.	Rs. 14 8 0 Fwd.	Rs. 14 8 0 Fwd.	Rs. 14 8 0 Fwd.	Rs.
Singarini — "	Rail Daily.													
EXPORTS.														
Cotton—														
(Full-pressed; per candy of 784 lbs.)—														
H. O. Bengals (Railway Terms) —	Good — Fine —	Rs. 176 Rdy.	Rs. 176 Rdy.	Rs. 176 Rdy.	Rs. 176 Rdy.	Rs. 176 Rdy.	Rs. 177 to 178 Rdy.	Rs. 178 Rdy.	Rs. 178 Rdy.	Rs. 178 Rdy.	Rs. 180 Rdy.	Rs. 180 Rdy.	Rs. 180 Rdy.	Rs. 179
" "	Good — Fine —	166 "	166 "	166 "	166 "	168 "	168 "	164 "	164 "	168 "	170 "	170 "	170 "	
M. G. " "	Fine —	184 "	184 "	184 "	184 "	186 "	186 "	182 "	182 "	186 "	191 "	191 "	191 "	
" "	Good — Fine —	181 "	181 "	181 "	181 "	183 "	183 "	187 to 188 "	187 "	189 "	190 "	190 "	190 "	
Scind-Punjab — "	Fine —	196 "	196 "	196 "	196 "	198 "	198 "	202 "	202 "	202 "	191 "	191 "	191 "	
" "	Good —													
Khandeish — "	Fine —	Rs. 193 Rdy.	Rs. 193 Rdy.	Rs. 194 Rdy.	Rs. 198 Rdy.	Rs. 197 Rdy.	Rs. 195 to 193 Rdy.	Rs. 198 Rdy.	Rs. 198 Rdy.	Rs. 196 Rdy.	Rs. 196 Rdy.	Rs. 195 Rdy.	Rs. 195 Rdy.	Rs.
" "	Good —	185 "	185 "	185 "	185 "	187 "	187 to 185 "	187 "	187 "	186 "	186 "	184 "	184 "	
Dharwargaum, Nowgaum — "	Fine —	219 "	219 "	219 "	219 "	219 "	218 "	218 "	218 "	219 "	214 "	214 to 213 "	214 "	
" "	Good —													
Nagpur & Kamptee — "	Fine —	Rs. 227 Rdy.	Rs. 226 Rdy.	227 Rdy.	Rs. 226 Rdy.	Rs. 226 Rdy.	Rs. 229 Rdy.	Rs. 230 Rdy.	Rs. 226 Rdy.	Rs. 227 Rdy.	Rs. 230 Rdy.	Rs. 228 Rdy.	Rs. 230 Rdy.	Rs.
" "	Good —													
Oomrawuttee (descriptions) — "	Fine —	Rs. 206 Rdy.	Rs. 205 Rdy.	Rs. 206 Rdy.	Rs. 205 to 206 Rdy.	Rs. 204 Rdy.	Rs. 206 Rdy.	Rs. 204 Rdy.	Rs. 204 Rdy.	Rs. 205 Rdy.	Rs. 206 Rdy.	Rs. 206 Rdy.	Rs. 203 Rdy.	Rs.
" "	Good —													
Akola, Khamgaum, Eastern	Fair —	Rs. 206 Rdy.	Rs. 206 Rdy.	206 Rdy.	Rs. 205 to 206 Rdy.	Rs. 204 Rdy.	Rs. 205 Rdy.	Rs. 204 Rdy.	Rs. 204 Rdy.	Rs. 205 Rdy.	Rs. 204 Rdy.	Rs. 204 Rdy.	Rs. 204 Rdy.	Rs.
" "	Good —													
Oomra (Good Staple) — "	Fine —													
" "	Good —													
Broach — "	Fine —	Rs. 272 Rdy.	Rs. 274 Rdy.	Rs. 273 Rdy.	Rs. 272 Rdy.	Rs. 271 Rdy.	Rs. 272 Mar.	Rs. 274 Mar.	Rs. 272 Mar.	Rs. 272 to 274 Mar.	Rs. 272 to 274 Mar.	Rs. 283 Mar.	Rs. 281 Mar.	Rs.
" "	Good —													
Dhorungaum — "	Fine —	Rs. 260 Mar.	Rs. 262 Mar.	260 Mar.	Rs. 258 Mar.	Rs. 259 Mar.	Rs. 261 Mar.	Rs. 261 Mar.	Rs. 261 Mar.	Rs. 260 to 263 Mar.	Rs. 260 to 263 Mar.	Rs. 264 Mar.	Rs. 262 Mar.	Rs.
" "	Good —													
Surat—	Fine —													
" "	Good —													
Saw-Ginned Dharwar — "	Fine —	Rs. 245 Rdy.	Rs. 245 Rdy.	245 Rdy.	Rs. 245 Rdy.	Rs. 245 Rdy.	Rs. 247 Rdy.	Rs. 247 Rdy.	Rs. 247 Rdy.	Rs. 248 Rdy.	Rs. 247 Rdy.	Rs. 250 Rdy.	Rs. 251 Rdy.	Rs.
Western — "	Good —	235 "	235 "	235 "	235 "	235 "	237 "	239 "	237 "	240 "	239 "	242 "	243 "	
Ginglefinal, Wine — "	(per cwt.) —	10-0-0 Jan.	10-0-0 Jan.	10-0-0 Jan.	10-0-0 Dec.-Jan.	10-0-0 Dec.-Jan.	10-0-0 Jan.	10-0-0 Jan.	10-0-0 Jan.	10-0-0 Jan.	10-0-0 Jan.	10-0-0 Dec.-Jan.	10-0-0 Dec.-Jan.	
" Mixed 99 per cent.		9-0-0 "	9-0-0 "	9-0-0 "	9-0-0 "	9-0-0 "	9-0-0 "	9-0-0 "	9-0-0 "	9-0-0 "	9-0-0 "	9-0-0 "	9-0-0 "	
Linseed, Bold — "	Rs. 8-1-0 Rdy.	Rs. 8 2 0 Rdy.	Rs. 8 2 0 Rdy.	Rs. 8 2 0 Rdy.	Rs. 8 2 0 Rdy.	Rs. 8 2 0 Rdy.	Rs. 8 2 0 Rdy.	Rs. 8 2 0 Rdy.	Rs. 8 2 0 Rdy.	Rs. 8 2 0 Rdy.	Rs. 8 2 0 Rdy.	Rs. 8 2 0 Rdy.	Rs. 8 2 0 Rdy.	
" Small Seed — "	8-0-0 "	8 1 0 "	8 1 0 "	8 1 0 "	8 1 0 "	8 1 0 "	8 1 0 "	8 1 0 "	8 1 0 "	8 1 0 "	8 1 0 "	8 1 0 "	8 1 0 "	
Rapeseed, Blackish Yellow — "	9-2-0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	
" Brown Dutch — "	9-2-0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	
" Yellow Canagora — "		9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	9 3 0 "	
Poppyseed — "	Rs. 10-0-0 Rdy.	Rs. 10 0 0 Rdy.	Rs. 10 0 0 Rdy.	Rs. 10 0 0 Rdy.	Rs. 10 0 0 Rdy.	Rs. 10 0 0 Rdy.	Rs. 10 0 0 Rdy.	Rs. 10 0 0 Rdy.	Rs. 10 0 0 Rdy.	Rs. 10 0 0 Rdy.	Rs. 10 0 0 Rdy.	Rs. 10 0 0 Rdy.	Rs. 10 0 0 Rdy.	Rs.
Groundnut — "														
Mowra Seeds — "	Rs. 7-1-0 Rdy.	Rs. 6 14 0 Rdy.	Rs. 6 14 0 Rdy.	Rs. 6 14 0 Rdy.	Rs. 6 14 0 Rdy.	Rs. 6 14 0 Rdy.	Rs. 6 14 0 Rdy.	Rs. 6 0 0 Rdy.	Rs. 5 0 0 Rdy.	Rs. 6 8 0 Rdy.	Rs. 6 8 0 Rdy.	Rs. 6 8 0 Rdy.	Rs. 6 8 0 Rdy.	Rs.
Castor Seed, Ordinary Quality, F. A. — "	5-0-0 "	5 2 0 "	5 2 0 "	5 2 0 "	5 2 0 "	5 2 0 "	5 2 0 "	4 15 0 "	4 15 0 "	5 0 0 "	5 0 0 "	5 0 0 "	5 0 0 "	
Wheat, White Peasy 99 per cent. — "	5-8-0 "	5 12 0 "	5 12 0 "	5 12 0 "	5 12 0 "	5 12 0 "	5 12 0 "	5 8 0 "	5 8 0 "	5 12 0 "	5 12 0 "	5 12 0 "	5 12 0 "	
" Jubulpur Peasy — "														
" Ahmedabad (Soft Red) — "														
" Hard White 99 per cent. — "														
" Delhi, No. 1, White Peasy — "	Rs. 5-8-0 Rdy.	Rs. 5 8 0 Rdy.	Rs. 5 8 0 Rdy.	Rs. 5 8 0 Rdy.	Rs. 5 8 0 Rdy.	Rs. 5 8 0 Rdy.	Rs. 5 8 0 Rdy.	Rs. 5 8 0 Rdy.	Rs. 5 8 0 Rdy.	Rs. 5 8 0 Rdy.	Rs. 5 8 0 Rdy.	Rs. 5 8 0 Rdy.	Rs. 5 8 0 Rdy.	
" Red — "														
" Hard Red Khanda 95 per cent. — "														
" Jeypore Reds — "														
Opium, (Malwa) per chest, Old — "	Rs. 1,650 to 1,650	Rs. 1,650	Rs. 1,650	Rs. 1,650 to 1,650	Rs. 1,650 to 1,650	Rs. 1,650 to 1,650	Rs. 1,650 to 1,650	Rs. 1,650 to 1,650	Rs. 1,650 to 1,650	Rs. 1,650 to 1,650	Rs. 1,650 to 1,650	Rs. 1,650 to 1,650	Rs. 1,650 to 1,650	Rs.
" New — "	1,350 to 1,410	1,350 to 1,410	1,350 to 1,410	1,350 to 1,410	1,350 to 1,410	1,350 to 1,410	1,350 to 1,410	1,350 to 1,410	1,350 to 1,410	1,350 to 1,410	1,350 to 1,410	1,350 to 1,410	1,350 to 1,410	1,350 to 1,410
FREIGHTS.	Ready. (July.)	Ready. (July.)	Ready. (July.)	Ready. (August.)	Ready. (August.)	Ready. (August.)	Ready. (August.)	Ready. (August.)	Ready. (Sept.)	Ready. (Sept.)	Ready. (Sept.)	Ready. (Sept.)	Ready. (Sept.)	
Liverpool—Cotton (per ton of 40 feet) —	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
" Seeds and Wheat —	0 14 0	0 14 0	0 14 0	0 14 0	0 14 0	0 14 0	0 14 0	0 14 0	0 15 0	0 15 0	0 15 0	0 15 0	0 15 0	
London—Measurement cargo (P. & O.) —	0 16 0 to 1-0-0	0 16 0 to 1-0-0	0 16 0 to 1-0-0	0 16 0 to 1-0-0	0 16 0 to 1-0-0	0 16 0 to 1-0-0	0 16 0 to 1-0-0	0 16 0 to 1-0-0	0 16 0 to 1-0-0	0 16 0 to 1-0-0	0 16 0 to 1-0-0	0 16 0 to 1-0-0	0 16 0 to 1-0-0	
" Steam and Sail —	0 16 0	0 16 0	0 16 0	0 16 0	0 16 0	0 16 0	0 16 0	0 16 0	0 16 0	0 16 0	0 16 0	0 16 0	0 16 0	
Trieste and Venice—Measurement cargo —	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	
" Seeds and Wheat —	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	
Hamburg—Measurement cargo —	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	
" Seeds and Wheat —	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	
Spain—Measurement cargo —	0 17 6	1 0 0	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	
" Seeds and Wheat —	0 16 6		0 17 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	
China Steamer (P. & O.) —	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs.
Japan — "	17	17	17	17	17	17	17	17	17	17	17	17	17	

H. Hongkong.

S. Shang

Week ending 27th September.	Week ending 4th October.	Week ending 11th October.	Week ending 18th October.	Week ending 25th October.	Week ending 1st November.	Week ending 8th November.	Week ending 15th November.	Week ending 22nd November.	Week ending 29th November.	Week ending 6th December.	Week ending 13th December.
Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
4 1/32d.	4d.	3 15/16d.	3 31/32d.	3 31/32d.	15/16d.	3 7/8d.	3 13/16d.	3 25/32d.	3 13/16d.	27/32d.	3 27/32
4 1/16d.	4 1/32d.	3 31/32d.	4d.	4d.	31/32d.	3 15/16d.	3 29/32d.	3 27/32d.	3 7/8d.	29/32d.	3 29/32
4 3/32d.	.....	4 1/16d.	4 1/32d.	4 1/32d.	1 1/32d.	4 1/16d.	3 31/32d.	3d.	3 15/16d.	31/32d.	4 1/32
4 5/32d.	4d.	4 1/32d.	4 1/16d.	4 3/32d.	1 3/32d.	4 1/8d.	4 1/16d.	4 7/32d.	4 7/32d.	1 1/16d.	4 3/32
4 3/16d.	4 1/32d.	4 3/32d.	4 3/32d.	4 1/16d.	1 5/32d.	4 3/16d.	4 1/8d.	4 7/16d.	4 7/16d.	1 3/32d.	4 1/8d.
4 7/32d.	4 1/16d.	4 1/16d.	4 1/8d.	4 5/32d.	1 7/32d.	4 1/4d.	4 3/16d.	4 1/2d.	4 1/2d.	1 5/32d.	4 5/32
1704	1704	1704	1704	1704	1704	1704	1704	1704	1704	1704	1704
100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a.
164 0 0	168 0 0	156 0 0	156 12 9	153 0 0	152 0 0	152 0 0	149 8 0	151 12 0	150 4 0	150 4 0	144 4
204 0 0	232 0 0	211 4 0	204 8 0	205 0 0	204 0 0	204 0 0	199 8 0	201 4 0	199 12 0	200 0 0	199 8
156 8 0	150 12 0	151 0 0	151 0 0	150 0 0	150 0 0	150 8 0	150 8 0	150 8 0	150 12 0	151 0 0	152
24 0 0	23 15 6	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 2 6	24 0 0	24
15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15
79 3 0 Rdy.	78 6 0 Rdy.	74 8 0 Rdy.	71 7 0 Rdy.	72 4 0 Rdy.	70 4 0 Rdy.	69 8 0 Rdy.	68 15 0 Rdy.	69 1 0 Rdy.	69 1 0 Rdy.	68 12 0 Rdy.	67 10
79 7 0 Fwd.	78 8 0 Fwd.	74 10 0 Fwd.	71 2 0 Fwd.	72 2 9 Fwd.	69 10 0 Fwd.	69 10 0 Fwd.	69 1 0 Fwd.	69 5 0 Fwd.	69 4 0 Fwd.	68 11 0 Fwd.	66
5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	6 per cent.	7 per cent.	6 per cent.	7 per cent.	7 per cent.	8 per ce
4 „	4 „	4 „	4 „	4 „	4 „	5 „	5 „	5 „	5 „	6 „	6 „
4 „	4 „	4 „	4 „	4 „	4 „	5 „	5 „	5 „	5 „	6 „	6 „
Rs. 97 7 0	Rs. 97 6 0	Rs. 97 2 8	Rs. 97 1 0	Rs. 96 15 0	Rs. 96 11 0	Rs. 96 3 0	Rs. 95 15 0	Rs. 95 15 0	Rs. 95 12 0	Rs. 95 12 0	Rs. 96
„ 82 0 0	„ 81 0 0	„ 81 0 0	„ 81 0 0	„ 81 0 0	„ 81 0 0	„ 81 0 0	„ 81 0 0	„ 80 0 0	„ 80 0 0	„ 80 0 0	„ 80
„ 5,000	*Nil*	*Nil*	Rs. 1,39,000	Rs. 1,000	„ 15,000	„ 15,000	„ 16,01,500	„ 5,000	*Nil*	*Nil*	„ 200
„ 2,23,500	„	Rs. 5,00,100	„ 2,50,000	„ 2,87,000	„ 25,100	„ 22,700	„ 2,01,500	„ 2,43,600	„ 1,50,000	„	„ 1,96,0
Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 1 0	Rs. 4 2 0	Rs. 4 3 0	Rs. 4 4 0	Rs. 4 4 0	Rs. 4 4 0	Rs. 4 4 0	Rs. 4 4
„ 4 15 6	„ 4 15 6	„ 4 15 6	„ 4 15 6	„ 4 15 6	„ 4 15 6	„ 4 15 6	„ 4 14 6	„ 4 14 6	„ 4 14 6	„ 4 14 6	„ 4 14
As. 12½ to 13¾	As. 12¾ to 13	As. 12¾ to 13	As. 12 to 12¾	As. 12 to 12¾	As. 12 to 12¾	As. 12 to 12¾	As. 11½ to 12¾	As. 11½ to 12¾	As. 11½ to 12¾	As. 11½ to 12¾	As. 11½ t
„ 12 to 12¾	„ 11½ to 12¾	„ 11½ to 12¾	„ 11½ to 12	„ 11½ to 12	„ 11 to 12	„ 11 to 12	„ 10½ to 11	„ 10½ to 11	„ 10½ to 11	„ 10½ to 11	„ 10½
Rs. 78 0 0	Rs. 78 0 0	Rs. 75 0 0	Rs. 75 0 0	Rs. 74 0 0	Rs. 72 0 0	Rs. 71 0 0	Rs. 68 0 0	Rs. 68 0 0	Rs. 68 0 0	Rs. 68 12 0	Rs. 64-7
„ 82 0 0	„ 82 0 0	„ 62 0 0	„ 62 0 0	„ 60 0 0	„ 60 0 0	„ 57 0 0	„ 55 8 0	„ 53 8 0	„ 53 12 0	„ 54 12 0	„ 54
„ 85 0 0	„ 84 8 0	„ 84 0 0	„ 83 0 0	„ 83 0 0	„ 83 0 0	„ 83 0 0	„ 82 0 0	„ 82 0 0	„ 82 0 0	„ 82 0 0	„ 82
„ 84 12 0	„ 81 8 0	„ 84 0 0	„ 83 0 0	„ 83 0 0	„ 83 0 0	„ 83 0 0	„ 82 8 0	„ 82 0 0	„ 82 0 0	„ 82 0 0	„ 82
„ 53 0 0	„ 52 0 0	„ 58 8 0	„ 55 0 0	„ 54 0 0	„ 53 0 0	„ 53 0 0	„ 52 0 0	„ 53 0 0	„ 52 8 0	„ 53 0 0	„ 54
„ 10 0 0	„ 10 6 0	„ 10 2 0	„ 10 0 0	„ 10 0 0	„ 10 0 0	„ 10 0 0	„ 10 0 0	„ 10 0 0	„ 10 2 0	„ 10 0 0	„ 10
9-4-0 to 9-8-0	9-8-0 to 9-8-6	9-4-0 to 9-6-0	9-4-0 to 9-4-0	9-3-0 to 9-6-0	9-2-0 to 9-6-0	9-2-0 to 9-6-0	9-6-0 to 9-8-0	9-4-0 to 9-6-0	9-4-0 to 9-6-0	9-4-0 to 9-6-0	9-4-0 to 9
„ 11 4 0	„ 11 4 0	„ 11 4 0	„ 11 4 0	„ 11 4 0	„ 11 4 0	„ 11 4 0	„ 11 4 0	„ 11 4 0	„ 11 4 0	„ 11 4 0	„ 11 4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rs. 22 0 0 Fwd.	Rs. 22 0 0 Fwd.	.....	.....	.....	Rs. 21 12 0 Fwd.	Rs. 21 12 0 Fwd.	Rs. 21 0 0 Fwd.	Rs. 22 0 0 Fwd.	.....	Rs. 22 0 0 Fwd.	Rs. 22 8
Rs. 16 8 0 Rdy.	Rs. 15 8 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 17 0 0 Rdy.	Rs. 16 8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rs. 15 12 0 Rdy.	Rs. 15 12 0 Fwd.	Rs. 15 12 0 Fwd.	Rs. 15 12 0 Fwd.	Rs. 15 12 0 Fwd.	Rs. 15 12 0 Fwd.	Rs. 15 12 0 Fwd.	Rs. 15 8 0 Fwd.	Rs. 15 12 0 Rdy.	Rs. 15 12 0 Rdy.	Rs. 16 0 0 Rdy.	Rs. 15 12
Rs. 176 Rdy.	Rs. 179 Rdy.	Rs. 206 Jan.	.....	.....	Rs. 191 January	Rs. 196, 26th Jan.	Rs. 192, 28th Jan.	Rs. 198, 26th Jan.	Rs. 195, January.	Rs. 202 Rdy.	Rs. 200,
„ 166	„ 169	„ 197	.....	.....	„ 191	„ 200	„ 199	„ 198	„ 198	„ 197	„ 196
„ 188	„ 191	„ 196 Rdy.	Rs. 195 Rdy.	Rs. 192 Rdy.	„ 192 Rdy.	„ 199	„ 195	„ 198	„ 196	„ 203	„ 202
„ 184	„ 181	„ 188	„ 188	„ 185	„ 184	„ 199	„ 191	„ 192	„ 192 to 195,	„ 199	„ 197
„ 182	„ 191	„ 198	„ 195	„ 192	„ 191	„ 194	„ 192	„ 196	„ 196	„ 203	„ 203
Rs. 194 Rdy.	Rs. 215 Jan. 1908.	Rs. 216 Jan. 1908.	Rs. 198 Rdy.	Rs. 193 Rdy.	Rs. 184	„ 211	„ 204	„ 196	Rs. 204, January.	Rs. 208 Rdy.	Rs. 209
„ 184	„ 186 Rdy.	Rs. 188 Rdy.	„ 198	„ 183	„ 202	„ 197	„ 202	„ 206	„ 198	„ 207	„ 207
„ 207	„ 234 Jan. 1908.	„ 210	„ 206 Jan.	„ 227 Jan.	„ 228	„ 228	„ 205	„ 206	„ 227	„ 201	„ 231
Rs. 222 Rdy.	Rs. 241 Jan. 1908.	Rs. 239 Jan. 1908.	Rs. 242 Jan.	Rs. 234 Jan.	Rs. 224 January.	„ 223	„ 220	„ 220	.....	.....	.....
.....	.....	.....	.....	.....	.....	„ 224	„ 221	„ 226	Rs. 234, January.	Rs. 235 Rdy.	Rs. 239
Rs. 198 Rdy.	Rs. 200 Rdy.	Rs. 202 Rdy.	Rs. 204 Rdy.	Rs. 202 Rdy.	Rs. 220 to 221 Jan.	„ 226	„ 226	„ 226	.....	.....	.....
.....	.....	.....	.....	.....	.....	„ 221	„ 216	„ 217	Rs. 217, January.	Rs. 223 Rdy.	Rs. 223
Rs. 198 Rdy.	Rs. 200 Rdy.	Rs. 202 Rdy.	Rs. 204 Rdy.	Rs. 202 Rdy.	Rs. 220 to 221 Jan.	„ 215	„ 217	„ 214	.....	.....	.....
.....	.....	.....	.....	.....	.....	„ 215	„ 217	„ 218	Rs. 217, January.	Rs. 223 Rdy.	Rs. 223
Rs. 277 Mar.	Rs. 281 Mar.	Rs. 279 Mar.	Rs. 282 Mar.	Rs. 278 Mar.	Rs. 274, March	„ 230	„ 212	„ 212	.....	.....	.....
Rs. 263 Mar.	Rs. 269 to 270 Mar.	Rs. 270 Mar.	Rs. 273 Mar.	Rs. 263 Mar.	„ 274, March	„ 224	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	Rs. 265, March	Rs. 265, March	Rs. 263, March	Rs. 267, March	Rs. 275, March.	Rs. 279, March.	Rs. 277,
Rs. 249 Rdy.	Rs. 250 Rdy.	Rs. 250 Rdy.	Rs. 250 Rdy.	Rs. 243 Rdy.	Rs. 243, Rdy.	.....	.....	.....	.....	.....	.....
224	226	225	225	220	.....	Rs. 13-2-0 Dec.-Jan.	Rs. 13-4 Dec.-Jan.	Rs. 13-4 Dec.-Jan.	Rs. 268 March.	Rs. 273 March.	Rs. 270,
11-9-6 Dec.-Jan.	Rs. 12-8-0 Dec.-Jan.	12-11-6 Dec.-Jan.	Rs. 12-14-6 Dec.-Jan.	13-5-6 Dec.-Jan.	Rs. 13-2-0 Dec.-Jan.	13-2-6	13-2-6	13-4 Dec.-Jan.	.....	.....	.....
7 12 0	11 15 6	11 14 6	11 14 6	11 14 6	11 14 6	8-9-6	8 3 0 Rdy.	8 3 6 Rdy.	Rs. 264 May.	Rs. 268 May.	Rs. 264
7 15 6 Rdy.	8 7 6 Rdy.	8 8 0 Rdy.	8 8 0 Rdy.	8 10 6 Rdy.	8-9-6	8-7-6	8 7 0	8 5 6	11 14 6	11 14 6	12 18
7 16 6	8 6 0	8 6 6	8 6 6	8 8 6	8-7-6	.....	.....	.....	12-13-0 Dec.-Jan.	12-13-0 Dec.-Jan.	12 14
.....	.....	8 7 6	8 7 6	8 6 6	.....	.....	.....	.....	7 16 6 Rdy.	7 16 6 Rdy.	7 16
Rs. 10 1 0 Rdy.	Rs. 10 1 0 Rdy.	10 0 0	10 0 0	10 0 0	Rs. 10 2 0 Rdy.	Rs. 10 0 6 Rdy.	Rs. 9 15 6 Rdy.	Rs. 9 11 6 Rdy.	7 12 6	7 12 6	7 12
.....	.....	10 8 0	10 7 6	10 8 6	.....	.....	.....	.....	15-0 Apr.-May.	.....	.....
Rs. 11 14 6 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 12 0 Rdy.	Rs. 12 12 0 Rdy.	Rs. 12 12 0 Rdy.	Rs. 12 12 0 Rdy.	Rs. 9 4 0 Rdy.	Rs. 9 4 0 Rdy.	Rs. 9
.....	.....	.....	.....	.....	.....	.....	.....	Rs. 12 11 6 Rdy.	.....	.....	.....
Rs. 11 14 6 Rdy.	Rs. 12 0 0 Rdy.	Rs. 5 14 0 Rdy.	Rs. 5 14 0 Rdy.	Rs. 6 13 0 Rdy.	Rs. 5 14 0 Rdy.	Rs. 5 14 0 Rdy.	Rs. 5 9 6 Rdy.	9-8-0 Jan.-Feb.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12
7 14 6	8 1 0	8 4 0	8 4 0	8 4 0	8 3 0	8 3 0	8 3 0	5 16 6 Rdy.	9-8-6 Dec.-Jan.	9-8-6 Dec.-Jan.	9-9-0
.....	.....	.....	.....	.....	.....	.....	.....	8 3 0	5 5 6	10 0 0	8 13
.....	.....	.....	.....	.....	.....	.....	.....	.....	7 18 0	7 18 0	7 14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rs. 6 14
Rs. 1,468	Rs. 1,449 to 1,470	Rs. 1,470	Rs. 1,466 to 1,473	Rs. 1,470 to 1,500	Rs. 1,468 to 1,470	Rs. 1,470 to 1,470	Rs. 1,450 to 1,460	Rs. 1,480 to 1,490	Rs. 1,500 to 1,370	Rs. 1,360 to 1,370	Rs. 1,360
„ 1,370 to 1,520	„ 1,370 to 1,548	„ 1,500 to 1,370	„ 1,360 to 1,410	„ 1,320 to 1,480	„ 1,310 to 1,390	„ 1,310 to 1,390	„ 1,325 to 1,340	„ 1,325 to 1,340	„ 1,200 to 1,250	„ 1,200 to 1,250	„ 1,325
Ready. (Oct.)	Ready. (October.)	Ready. (October.)	Ready. (October.)	Ready. (October.)	Ready. (Nov.)	Ready. (Nov.)	Ready. (Nov.)	Ready. (Nov.)	Ready. (Dec.)	Ready. (Dec.)	Ready
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
0 16 0	0 16 0	0 14 6	0 13 6	0 13 6	0 13 0	0 15 0	0 12 0	0 10 6	0 12 0	0 12 0	0 12
0 16 0	0 16 0	0 14 6	0 13 6	0 13 6	0 13 0	0 15 0	0 12 0	0 10 6	0 12 0	0 6 6	0 11
0 16 0 to 1-2-6	0 16 0 to 1-2-6	0 14 6 to 1-2-6	0 13 6 to 1-2-6	0 13 6 to 1-2-6	0 13 0 to 1-2-6	0 15 0 to 1-2-6	0 12 0 to 1-3-6	0 10 6 to 1-3-6	0 12 0 to 1-3-6	0 6 6 to 1-3-6	0 11 to 1-3-6
0 14 0	0 14 0	0 13 0	0 12 6	0 12 6	0 11 0	0 13 0	0 11 0 to 0-13-6	0 10 6	0 10 6	0 9 0	0 9
0 16 6	0 16 6	0 16 6	0 15 6	0 15 6	0 14 6	0 15 6	0 13 6	0 13 6	0 16 6	0 6 6	0 15
0 16 6	0 16 6	0 15 0	0 15 0	0 15 0	0 14 6	0 14 6	0 12 0	0 10 6	0 16 6	0 6 6	0 15
0 16 6	0 15 0	0 14 6	0 12 6	0 13 6	0 13 0	0 14 6	0 12 0	0 10 6	0 12 0	0 6 6	0 11
0 17 0	.....	.....	.....	0 13 6	0 13 0	0 14 6	0 12 0	0 10 6	0 12 0	0 6 6	0 11
Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 13 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14
„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	Rs. 14 bale	Rs. 17	Rs. 17	„ 17	„ 17	„ 17

Shanghai. J. Japan.

Weekly Current Quotations as Estimated by the

Week ending 5th July.	Week ending 12th July.	Week ending 19th July.	Week ending 26th July.	Week ending 2nd August.	Week ending 9th August.	Week ending 16th August.	Week ending 23rd August.	Week ending 30th August.	Week ending 6th September.	Week ending 13th Septem
Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
s. 4 1/32d.	1s. 4 1/32d.	s. 4 1/32d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.
s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.
s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.
s. 4 9/32d.	1s. 4 9/32d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 1/4d.
s. 4 15/32d.	1s. 4 15/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4d.	1s. 4 17/32d.	1s. 4 1/32d.	1s. 4 7/16d.	1s. 4 15/32d.
s. 4 5/16d.	1s. 4 5/16d.	1s. 4 7/32d.	1s. 4 15/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 5/16d.	1s. 4 9/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 9/32d.
s. 4d.	1s. 4d.	1s. 4 15/32d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4 17/32d.	1s. 4d.	1s. 4 9/16d.	1s. 4 5/32d.	1s. 4 17/32d.
1704	1704	1704	1704	1704	1704	1704	1704	1704	1704	1704
100 1/32	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/32	100 1/16	100 1/16
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a.
161 8 0	161 8 0	162 0 0	163 0 0	166 0 0	166 8 0	163 0 0	163 0 0	163 0 0	164 0 0	163 12
220 0 0	220 0 0	221 0 0	223 0 0	227 0 0	226 0 0	222 0 0	223 0 0	223 8 0	224 8 0	224 4
150 0 0	150 0 0	150 0 0	150 4 0	150 4 0	150 0 0	150 0 0	150 8 0	150 8 0	150 12 0	150 8
24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	23 15
15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0
84 11 0 Rdy.	79 0 0 Rdy.	82 12 0 Rdy.	82 12 0 Rdy.	82 12 0 Rdy.	81 15 0 Rdy.	81 15 0 Rdy.	80 11 6 Rdy.	79 10 0 Rdy.	79 10 0 Rdy.	79
83 15 0 Fwd.	78 14 0 Fwd.	83 14 0 Fwd.	80 2 0 Fwd.	81 8 0 Fwd.	81 0 0 Fwd.	81 5 0 Fwd.	80 4 0 Fwd.	79 13 0 Fwd.	80 8 0 Fwd.	79 12
per cent.	4½ per cent.	4 per cent.	4½ per cent.	4 to 4 per cent.	4 per cent.	4 per cent.	per cent.	4 per cent.	4 per cent.	4 per cent.
"	4 "	"	4 "	3 "	3 "	3 "	"	3 "	3 "	3 "
"	4 "	"	4 "	3 "	3 "	3 "	"	3 "	3 "	3 "
s. 97 1 0	Rs. 97 1 0	Rs. 96 9 0	Rs. 96 12 0	Rs. 96 11 0	Rs. 96 12 0	Rs. 96 11 0	Rs. 96 11 0	Rs. 96 14 0	Rs. 97 5 0	Rs. 97 5
82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0
1,500	" 500	*Nil.*	" 1,500	*Nil.*	" 13,900	" 27,700	7,500	*Nil*	" 1,16,000	*Nil*
50,000	" 75,000	" 1,25,000	" 98,000	" 1,000	" 2,03,000	" 4,13,000	6,000	Rs. 25,000	*Nil*	Rs. 1,11,000
s. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0
4 15 6	" 4 15 6	" 4 15 6	" 4 15 6	" 4 15 6	" 4 15 6	" 4 15 6	4 15 6	" 4 15 6	" 4 15 6	" 4 15 6
11½ to as. 12	As. 11¾ to 12⅛	As. 12 to 12⅛	As. 11¾ to 12⅛	As. 12⅛ to 12⅜	As. 12⅛ to 12⅜	As. 12⅛ to 12⅜	12½ to 12⅝	As. 12⅛ to 12⅜	As. 12⅛ to 13⅛	As. 12⅛ to 13
11⅝ to as. 11¾	" 11¾ to 12	" 12⅛ to 12⅜	" 11⅝ to 12⅛	" 11⅝ to 12⅛	" 11⅝ to 12⅛	" 11⅜ to 12⅛	11⅝ to 12⅛	" 12⅛ to 12⅜	" 12⅛ to 12⅜	12 to 12⅛
87 0 0	Rs. 87 0 0	Rs. 86 0 0	Rs. 87 0 0	Rs. 87 0 0	Rs. 82 0 0	Rs. 82 0 0	82 0 0	Rs. 79 0 0	Rs. 77 0 0	Rs. 79 0
66 8 0	" 66 8 0	" 64 0 0	" 64 8 0	" 64 8 0	" 63 0 0	" 62 0 0	62 0 0	" 61 0 0	" 62 0 0	" 62 0
37 0 0	" 37 0 0	" 37 0 0	" 36 8 0	" 36 8 0	" 36 8 0	" 36 0 0	36 0 0	" 36 8 0	" 35 8 0	" 35 8 0
38 0 0	" 37 8 0	" 37 0 0	" 36 8 0	" 36 8 0	" 36 8 0	" 36 8 0	36 8 0	" 36 8 0	" 36 0 0	" 36 0
53 8 0	" 53 0 0	" 53 8 0	" 53 8 0	" 53 0 0	" 53 0 0	" 52 8 0	52 8 0	" 53 8 0	" 52 0 0	" 52 8
10 11 0	" 10 10 0	" 10 8 0	" 10 7 0	" 10 9 0	" 10 0 0	" 9 11 0	9 11 0	" 9 15 0	" 10 0 0	" 10 3
9 14 0	" 9 10 0	" 9 7 0 to 9 9	" 9 6 0 to 9 8	" 9 4 to 9 6	" 9 2 to 9 4	" 9 2 to 9 4	9-9-0 to 9-4-0	" 9-2-0 to 9-4-0	" 9-4-0 to 9-8-0	" 9-4-0 to
11 4 0	" 11 4 0	" 11 4 0	" 11 4 0	" 11 4 0	" 11 4 0	" 11 4 0	11 4 0	" 11 4 0	" 11 4 0	" 11 4
s. 21 8 0 Fwd.	Rs. 21 0 0 Fwd.	Rs. 21 8 0 Fwd.	Rs. 21 8 0 Fwd.	Rs. 22 0 0 Fwd.	Rs. 21 8 0 Fwd.	Rs. 21 8 0 Fwd.	Rs. 22 0 0 Fwd.	Rs. 22 0 0 Fwd.	Rs. 22 0 0 Fwd.	Rs. 22 0
s. 15 4 0 Rdy.	Rs. 15 4 0 Rdy.	Rs. 15 4 0 Rdy.	Rs. 15 0 0 Rdy.	Rs. 15 0 0 Rdy.	Rs. 15 4 0 Rdy.	Rs. 15 8 0 Rdy.	16 0 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8
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s. 14 8 0 Fwd.	Rs. 14 4 0 Fwd.	Rs. 14 4 0 Fwd.	Rs. 14 0 0 Rdy.	Rs. 14 4 0 Fwd.	Rs. 14 4 0 Fwd.	Rs. 14 8 0 Fwd.	Rs. 14 8 0 Fwd.	.....	.....	.....
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.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
s. 175 Rdy.	Rs. 176 Rdy.	Rs. 176 Rdy.	Rs. 175 Rdy.	Rs. 174 Rdy.	Rs. 177 to 178 Rdy.	Rs. 174 Rdy.	Rs. 175 Rdy.	Rs. 178 Rdy.	Rs. 180 Rdy.	Rs. 180 Rdy.
165 "	" 165 "	166 "	166 "	168 "	168 "	164 "	164 "	168 "	170 "	170
185 "	" 188 "	189 "	188 "	188 "	192 "	188 "	189 "	190 "	191 "	189
180 "	" 181 "	180 "	182 "	182 "	187 to 188 "	183 "	183 "	185 "	185 "	183
186 "	" 188 "	183 "	183 "	188 "	192 "	182 "	183 "	190 "	191 "	189
s. 194 Rdy.	Rs. 193 Rdy.	Rs. 195 Rdy.	Rs. 194 Rdy.	Rs. 193 Rdy.	Rs. 197 Rdy.	Rs. 192 to 193 Rdy.	Rs. 193 Rdy.	Rs. 196 Rdy.	Rs. 196 Rdy.	Rs. 195 Rdy.
185 "	" 189 "	185 "	184 "	183 "	187 "	182 to 183 "	183 "	186 "	186 "	185
210 "	" 213 "	213 "	212 "	211 "	216 "	208 "	211 "	211 to 212 "	212 "	210
s. 227 Rdy.	Rs. 228 Rdy.	227 Rdy.	Rs. 226 Rdy.	Rs. 225 Rdy.	Rs. 229 Rdy.	Rs. 225 Rdy.	Rs. 226 Rdy.	Rs. 227 Rdy.	Rs. 230 Rdy.	Rs. 228 Rdy.
s. 206 Rdy.	Rs. 208 Rdy.	Rs. 206 Rdy.	Rs. 205 to 206 Rdy.	Rs. 204 Rdy.	Rs. 207 Rdy.	Rs. 204 Rdy.	Rs. 204 Rdy.	Rs. 205 Rdy.	Rs. 204 Rdy.	Rs. 201 Rdy.
s. 206 Rdy.	Rs. 206 Rdy.	Rs. 205 to 206 Rdy.	Rs. 205 Rdy.	Rs. 204 Rdy.	Rs. 207 Rdy.	Rs. 204 Rdy.	Rs. 204 Rdy.	Rs. 205 Rdy.	Rs. 204 Rdy.	Rs. 201 Rdy.
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s. 272 Rdy.	Rs. 274 Rdy.	Rs. 273 Rdy.	Rs. 271 Rdy.	Rs. 277 Mar.	Rs. 275 Mar.	Rs. 274 Mar.	Rs. 274 Mar.	Rs. 277 to 278 Mar.	Rs. 280 Mar.	Rs. 281 Mar.
s. 259 Mar.	Rs. 262 Mar.	Rs. 260 Mar.	Rs. 260 Mar.	Rs. 265 Mar.	Rs. 261 Mar.	Rs. 261 Mar.	Rs. 261 Mar.	Rs. 264 to 265 Mar.	Rs. 268½ Mar.	Rs. 266 to 267
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s. 249 Rdy.	Rs. 249 Rdy.	Rs. 249 Rdy.	Rs. 249 Rdy.	Rs. 249 Rdy.	Rs. 251 Rdy.	Rs. 247 Rdy.	Rs. 248 Rdy.	Rs. 248 Rdy.	Rs. 251 Rdy.	Rs. 250 Rdy.
235 "	" 235 "	235 "	231 "	230 "	232 "	229 "	227 "	226 "	232 "	226
.....	.....	.....	Jan. 10-8-0 Dec.-Jan.	Jan. 10-4-6 Dec.-Jan.	Jan. 10-1-0 Dec.-Jan.	Jan. 10-0-0 Dec.-Jan.	Jan. 10-0-0 Dec.-Jan.	Jan. 10-11-0 Dec.-Jan.	Jan. 10-14-0 Dec.-Jan.	Jan. 11-1-0 Dec
.....	.....	10-0-0	9-14-0	9-9-0	9-12 6	9-12 6	10 0	10 0	10 0	10 11
Rs. 8-1-6 Rdy.	Rs. 8 2 6 Rdy.	Rs. 8 1 0	Rs. 8 0 0	Rs. 7 12 0 Rdy.	7 10 0	7 6 Rdy.	7 10 0	7 6 Rdy.	8 0 6	8 1
8-0-6 "	" 8 1 0	" 8 1 0	" 7-13-6	" 7 10 0	10 6 6	7 5 6	7-9-0	7 10 0	8 0 6	8 1
9-12-6 "	" 9 15 0	" 10 7 0	" 10-7-0	" 10 6 6	.....	.....	.....	.....	19 8 6	10 12
9-2-0 "	" 9 1 0	" 9-9-0 Rdy.	" 9 7 6	.....	Rs. 9-8-0 Rdy.	Rs. 9 7 0 Rdy.	Rs. 9 7 0 Rdy.	Rs. 9 7 0 Rdy.	9 14 0	9 15
.....	" 9 5 6	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rs. 10-9-0 Rdy.	Rs. 10 7 0	Rs. 10 10 0 Rdy.	Rs. 10 9 6 Rdy.	Rs. 10 8 0 Rdy.	Rs. 10 7 0 Rdy.	Rs. 10 10 0 Rdy.	Rs. 10-11-0 Rdy.	Rs. 11 0 0 Rdy.	Rs. 11 12 0 Rdy.	Rs. 12 0 0
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Rs. 7-1-0 Rdy.	Rs. 6 8 8 Rdy.	Rs. 6 14 0 Rdy.	Rs. 6 6 0 Rdy.	Rs. 6 4 0 Rdy.	Rs. 6 6 0 Rdy.	Rs. 5 6 0 Rdy.	Rs. 5 8 0 Rdy.	Rs. 5 5 0 Rdy.	Rs. 5 10 0 Rdy.	Rs. 5 12 0
8-9-0 "	" 8 2 0	" 8 1 6	" 7 14 0	" 7 15 0	" 7 13 6	" 7 14 0	" 7 13 0	" 7 12 6	" 7 13 6	" 7 13
5-6-0 "	" 5 1 0	" 5 2 0	" 5 1 0	" 5 2 0	" 5 2 0	" 5 0 0	" 4 15 0	" 5 3 0	" 5 6 0	" 5 6
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Rs.8-2-6 July-Aug.	Rs. 6-4-0 Rdy.	Rs. 5 4 0 Rdy.	Rs. 5 2 6 Rdy.	Rs. 5 2 6 Rdy.	Rs. 4 15 0 Rdy.	Rs. 4 15 0 Rdy.	Rs. 4 15 0 Rdy.	Rs. 5 1 0 Rdy.	.....	Rs. 5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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Rs. 1,420 to 1450	Rs. 1,400	Rs. 1,375 to 1,400	Rs. 1,360 to 1,408	Rs. 1,380 to 1,390	Rs. 1,360 to 1,380	Rs. 1,330 to 1,350	Rs. 1,337 to 1,448	Rs. 1,420 to 1,448	Rs. 1,360 to 1,405	Rs. 1,360 to 1
" 1,450 to 1410	" 1,385 to 1,420	" 1,300 to 1,325	" 1,272 to 1,295	" 1,280 to 1,300	" 1,250 to 1,280	" 1,240 to 1,270	" 1,240 to 1,321	" 1,240 to 1,321	" 1,243 to 1,320	" 1,243 to 1

Ready. (July.)	Ready. (July.)	Ready. (July.)	Ready. (August.)	Ready. (August.)	Ready. (August.)	Ready. (August.)	Ready. (August.)	Ready. (Sept.)	Ready. (Sept.)	Ready. (Se
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
0 14 9	0 14 6	0 14 6	0 14 0	0 14 0	0 15 0	0 16 0	0 16 0	0 16 6	0 16 0	0 16 0
0 14 9	0 14 6	0 14 6	0 14 0	0 14 0	0 15 0	0 16 0	0 16 0	0 15 6	0 15 6	0 15 6
0 18 0 to 1-8-6	0 18 0 to 1-8-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 6	0 18 0 to 1-3-6	0 18 0 to 1
0 16 0	0 16 6	0 15 0	0 16 0	0 15 6	0 18 0	0 15 0	0 15 6	0 18 6	0 18 0 to 1-3-6	0 15 6
0 17 6	.....	.....	0 17 6	0 18 0	0 18 0	0 15 6	0 18 0	0 15 6	0 18 6	0 18 6
0 16 6	.....	.....	0 16 6	0 17 0	0 17 6	0 18 0	0 15 0	0 16 6	0 17 6	0 17 6
0 14 9	0 14 6	0 14 6	0 14 0	0 14 6	0 15 0	0 15 0	0 15 6	0 15 6	.....	.....
0 14 9	0 14 6	0 14 6	0 14 0	0 14 6	0 16 0	0 16 0	0 16 0	0 15 6	0 17 6	0 17 6
0 17 0	1 0 0	1 0 0	0 18 0	0 18 0	0 18 6	0 18 6	0 17 6	0 16 6	0 17 6	0 17 6
0 16 6	0 17 6	0 18 0	0 17 6	0 16 0	0 18 6	0 18 0	0 17 6	0 17 6	.....	.....
Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18
" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17

H. Hongkong.

Week ending 11th October.	Week ending 18th October.	Week ending 25th October.	Week ending 1st November.	Week ending 8th November.	Week ending 15th November.	Week ending 22nd November.	Week ending 29th November.	Week ending 6th December.	Week ending 13th December.	Week ending 20th December.	Week ending 27th December.
Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
1s. 3 11/16d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 29/32d.	1s. 3 7/8d.	1s. 3 13/16d.	1s. 3 25/32d.	1s. 3 13/16d.	1s. 3 27/32d.	1s. 3 27/32d.	1s. 3 27/32d.	1s. 3 29/32d.
1s. 3 31/32d.	1s. 4d.	1s. 4d.	1s. 3 31/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 27/32d.	1s. 3 7/8d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 4 1/16d.
1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4d.	1s. 4d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 3/32d.
1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 3/32d.	1s. 4 7/32d.	1s. 4 3/32d.	1s. 4 7/32d.
1s. 4 5/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 7/32d.	1s. 4 9/16d.	1s. 4 5/32d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 5/32d.	1s. 4 13/32d.	1s. 4 5/32d.	1s. 4 13/32d.
1s. 4d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 13/32d.	1s. 4d.	1s. 4d.	1s. 4 13/32d.	1s. 4d.	1s. 4 13/32d.	1s. 4 5/32d.
1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 5/32d.	1s. 4 9/16d.	1s. 4 9/16d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 7/16d.	1s. 4 15/32d.	1s. 4 7/16d.	1s. 4 15/32d.
1709	1709	1709	1709	1709	1709	1709	1709	1709	1709	1709	1709
100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/32	100 1/16	100 1/32	100 1/32	100	100
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
150 12 0	150 12 0	150 12 0	150 12 0	150 12 0	149 8 0	151 12 0	150 4 0	149 4 0	149 0 0	153 8 0	128 0 0
204 8 0	204 8 0	205 0 0	204 0 0	204 0 0	199 8 0	201 0 0	199 12 0	199 0 0	199 8 0	173 12 0	173 12 0
151 0 0	151 0 0	150 0 0	150 0 0	150 0 0	150 0 0	150 0 0	150 12 0	151 0 0	151 0 0	151 8 0	169 12 0
24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 4 0
15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
74 8 0 Rdy.	74 8 0 Rdy.	74 8 0 Rdy.	74 8 0 Rdy.	69 8 0 Rdy.	68 15 0 Rdy.	69 8 0 Rdy.	68 12 0 Rdy.	69 4 0 Rdy.	67 10 0 Rdy.	65 8 0 Rdy.	67 8 0 Rdy.
74 10 6 Fwd.	72 2 0 Fwd.	72 2 0 Fwd.	70 10 0 Fwd.	69 10 0 Fwd.	69 10 0 Fwd.	69 8 0 Fwd.	69 4 0 Fwd.	69 4 0 Fwd.	66 11 0 Fwd.	66 0 0 Fwd.	68 1 0 Fwd.
5 per cent.	5 per cent.	5 per cent.	5 per cent.	6 per cent.	7 per cent.	6 per cent.	7 per cent.	7 per cent.	8 per cent.	7 to 8 per cent.	7½ to 8 per cent.
4 ,,	4 ,,	4 ,,	4 ,,	5 ,,	5 ,,	5 ,,	5 ,,	5 ,,	6 ,,	6 ,,	6 ,,
4 ,,	4 ,,	4 ,,	4 ,,	5 ,,	5 ,,	5 ,,	5 ,,	5 ,,	6 ,,	8½ ,,	8½ ,,
Rs. 97 2 0	Rs. 97 1 0	Rs. 96 15 0	Rs. 96 11 0	Rs. 96 3 0	Rs. 95 15 0	Rs. 95 15 0	Rs. 95 12 0	Rs. 95 12 0	Rs. 96 8 0	Rs. 96 9 0	Rs. 99 4 0
,, 81 0 0	,, 81 0 0	,, 81 0 0	,, 81 0 0	,, 81 0 0	,, 80 0 0	,, 80 0 0	,, 80 0 0	,, 80 0 0	,, 80 0 0	,, 80 0 0	,, 80 0 0
Nil	Rs. 1,39,700	Rs. 11,000	,, 15,000	*Nil*	Rs. 15,01,500	,, 5,000	*Nil*	*Nil*	,, 200	*Nil*	*Nil*
Rs. 5,00,166	,, 2,59,000	,, 2,37,000	Rs. 2,66,100	Rs. 22,700	,, 2,01,500	,, 2,43,500	,, 1,50,000	.....	,, 1,96,000	Rs. 4,000	Rs. 32,000
Rs. 4 2 0	Rs. 4 1 0	Rs. 4 1 0	Rs. 4 2 0	Rs. 4 1 0	Rs. 4 1 0	Rs. 4 1 0	Rs. 4 0 6	Rs. 4 0 6	Rs. 4 0 6	Rs. 4 0 6	Rs. 4 0 6
,, 4 15 6	,, 4 15 6	,, 4 14 6	,, 4 15 6	,, 4 14 6	,, 4 14 6	,, 4 14 6	,, 4 14 0	,, 4 14 0	,, 4 14 0	,, 4 14 0	,, 4 14 0
As. 12 to 13	As. 12 to 13	As. 12 to 13	As. 12 to 13½	As. 12 to 13½	As. 11½ to 12½	As. 11½ to 12½	As. 11½ to 12½	As. 11½ to 12½	As. 11½ to 12½	As. 11½ to 12½	As. 11½ to 12½
11½ to 12	11½ to 12	11½ to 12	11½ to 12	11½ to 12	11½ to 12	11½ to 12	10½ to 11	10½ to 11	10½ to 11	10½ to 11	10½ to 11½
Rs. 75 0 0	Rs. 72 0 0	Rs. 72 0 0	Rs. 72 0 0	Rs. 71 0 0	Rs. 69 0 0	Rs. 69 0 0	Rs. 68 12 0	Rs. 68 12 0	Rs. 64 12 0	Rs. 64 8 0	Rs. 64 12 0
,, 62 0 0	,, 60 0 0	,, 60 0 0	,, 60 0 0	,, 57 0 0	,, 57 0 0	,, 57 0 0	,, 56 8 0	,, 56 8 0	,, 54 8 0	,, 54 8 0	,, 54 12 0
,, 34 0 0	,, 33 0 0	,, 33 0 0	,, 33 0 0	,, 33 0 0	,, 32 0 0	,, 32 0 0	,, 32 0 0	,, 32 0 0	,, 32 0 0	,, 31 0 0	,, 31 0 0
,, 38 0 0	,, 38 0 0	,, 38 0 0	,, 38 0 0	,, 38 0 0	,, 38 0 0	,, 38 0 0	,, 38 0 0	,, 38 0 0	,, 38 0 0	,, 38 0 0	,, 38 0 0
,, 10 2 0	,, 10 2 0	,, 10 2 0	,, 10 2 0	,, 10 2 0	,, 10 2 0	,, 10 2 0	,, 10 2 0	,, 10 2 0	,, 10 2 0	,, 10 2 0	,, 10 2 0
9 4-0 to 9-6-0	9-2-0 to 9-4-0	9-3-4 to 9-5-0	9-4-0 to 9-6-0	9-3-0 to 9-6-0	9-6-0 to 9-8-0	9-4-0 to 9-6-0	9-4-0 to 9-6-0	9-4-0 to 9-6-0	9-4-0 to 9-6-0	9-4-0 to 9-6-0	9-2-0 to 9-4-0
,, 11 4 0	,, 11 4 0	,, 11 4 0	,, 11 4 0	,, 11 4 0	,, 11 4 0	,, 11 4 0	,, 11 4 0	,, 11 4 0	,, 11 4 0	,, 11 4 0	,, 11 4 0
Rs. 22 — 0 Fwd.	.....	.....	Rs. 11 12 0 Fwd.	Rs. 21 12 0 Fwd.	Rs. 21 6 6 Fwd.	Rs. 22 0 0 Fwd.	.....	.....	.....	Rs. 22 8 0 Fwd.	Rs. 18 4 0 Fwd.
Rs. 19 — 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 17 — 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.
Rs. 15 12 0 Fwd.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rs. 15 12 0 Rdy.	Rs. 15 12 0 Fwd.	Rs. 15 12 0 Fwd.	Rs. 15 12 0 Rdy.	Rs. 15 12 0 Rdy.	Rs. 15 12 0 Rdy.	Rs. 15 12 0 Rdy.	Rs. 15 12 0 Rdy.	Rs. 15 12 0 Rdy.	Rs. 15 8 0 Fwd.	Rs. 16 0 0 Rdy.	Rs. 16 0 0 Rdy.
									Rs. 16 8 0 Rdy.	Rs. 16 8 0 Rdy.	
Rs. 206 Jan.	.....	.....	Rs. 196 January.	Rs. 196, 25th Jan.	Rs. 192, 25th Jan.	Rs. 198, 28th Jan.	Rs. 195, January.	Rs. 202 Rdy.	Rs. 200, Rdy.	Rs. 197 Rdy.	Rs. 194 to 195 Rdy.
,, 198 Rdy.	Rs. 195 Rdy.	Rs. 192 Rdy.	,, 191 Rdy.	,, 200 ,,	,, 193 ,,	,, 198 ,,	,, 193 ,,	,, 208 ,,	,, 195 ,,	,, 199 ,,	,, 197 ,,
,, 198 ,,	,, 195 ,,	,, 192 ,,	,, 194 ,,	,, 199 ,,	,, 198 ,,	,, 196 ,,	,, 195 to 198, ,,	,, 202 ,,	,, 202 ,,	,, 196 ,,	,, 196 ,,
Rs. 215 Jan. 1908.	Rs. 199 Rdy.	Rs. 193 Rdy.	,, 196 ,,	,, 201 ,,	,, 199 ,,	,, 206 ,,	Rs. 204, January.	Rs. 206 Rdy.	Rs. 203 ,,	Rs. 200 Rdy.	Rs. 200 Rdy.
,, 183 Rdy.	,, 188 Jan.	,, 180 Jan.	,, 210 January.	,, 202 ,,	,, 197 ,,	,, 200 ,,	,, 199 ,,	,, 202 ,,	,, 201 ,,	,, 198 ,,	,, 198 ,,
,, 230 Jan.	,, 230 Jan.	,, 227 Jan.	,, 208 ,,	,, 224 ,,	,, 225 ,,	,, 226 ,,	,, 227 ,,	,, 231 ,,	,, 233 ,,	,, 228 ,,	,, 225 ,,
Rs. 236 Jan. 1908.	Rs. 242 Jan.	Rs. 234 Jan.	Rs. 234, January.	,, 234 ,,	,, 230 ,,	,, 232 ,,	Rs. 234, January.	Rs. 236 Rdy.	Rs. 239 Rdy.	Rs. 235 Rdy.	Rs. 238 Rdy.
				,, 225 ,,	,, 225 ,,	,, 226 ,,					
Rs. 202 Rdy.	Rs. 204 Rdy.	Rs. 202 Rdy.	Rs. 202 Rdy.	Rs. 220 to 221 Jan.	,, 221 ,,	,, 216 ,,	Rs. 217, January.	Rs. 228 Rdy.	Rs. 229 Rdy.	Rs. 219 Rdy.	Rs. 218 Rdy.
					,, 220 ,,	,, 214 ,,					
Rs. 202 Rdy.	Rs. 204 Rdy.	Rs. 202 Rdy.	Rs. 202 Rdy.	Rs. 220 to 221 Jan.	,, 221 ,,	,, 217 ,,	Rs. 217, January.	Rs. 228 Rdy.	Rs. 222 Rdy.	Rs. 219 Rdy.	Rs. 218 Rdy.
					,, 215 ,,	,, 211 ,,					
					,, 220 ,,						
Rs. 278 Mar.	Rs. 282 Mar.	Rs. 278 Mar.	Rs. 274, March	,, 224 ,,	,, 274, March	Rs. 271, March	Rs. 274, March	Rs. 275, March.	Rs. 277, March.	Rs. 277, March.	Rs. 276 to 278 Mar.
Rs. 270 Mar.	Rs. 273 Mar.	Rs. 263 Mar.	Rs. 265, March	Rs. 263, March	Rs. 263, March	Rs. 263, March	Rs. 266, March.	Rs. 271, March.	Rs. 270, March.	Rs. 266, March.	Rs. 266, March.
Rs. 250 Rdy.	Rs. 250 Rdy.	Rs. 243 Rdy.	Rs. 243 Rdy.	Rs. 243, Rdy.	Rs. 243, Rdy.	Rs. 243 Rdy.	Rs. 242 May.	Rs. 242 May.	Rs. 238 May.	Rs. 235 May.	Rs. 238 to 243 May.
,, 286 ,,	,, 255 ,,	,, 270 ,,	,, 270 ,,	,, 270 ,,	,, 12-3-0 Dec.-Jan.	,, 12-3-0 Dec.-Jan.	,, 238 ,,	,, 241 ,,	,, 244 ,,	,, 241 ,,	,, 240 ,,
11 14 6 Dec.-Jan.	Rs. 12-14 Dec.-Jan.	Rs. 12-14 Dec.-Jan.	Rs. 12-14 Dec.-Jan.	Rs. 12-14 Dec.-Jan.	,, 12-3-0 ,,	,, 12-3-0 ,,	Rs. 12-13-0 Dec.-Jan.	,, 12 12 0 Rdy.	,, 12 12 0 Rdy.	,, 12 11 6 Rdy.	,, 12 11 6 Rdy.
,, 8 8 6 Rdy.	,, 11 6 0 ,,	,, 11 11 6 ,,	,, 11 11 6 ,,	,, 11 11 6 ,,	,, 8 9 0 Rdy.	,, 8 9 0 Rdy.	,, 8 3 6 Rdy.	,, 7 14 6 Rdy.	,, 7 14 6 ,,	,, 8 2 6 ,,	,, 8 2 6 ,,
,, 11 2 0 ,,	,, 8 8 6 Rdy.	,, 8 8 6 Rdy.	,, 8 10 6 Rdy.	,, 8 10 6 Rdy.	,, 8-7-6 ,,	,, 8-7-6 ,,	,, 8 1 6 ,,	,, 7 12 6 ,,	,, 7 12 6 ,,	,, 8 0 6 ,,	,, 8 0 6 ,,
,, 11 2 0 ,,	,, 11 2 0 ,,	,, 11 2 0 ,,	,, 11 2 0 ,,	,, 11 2 0 ,,						10-0-0 Apr.-May.	
,, 10 0 0 ,,	,, 10 0 0 ,,	,, 10 0 0 ,,	,, 10 0 0 ,,	,, 10 0 0 ,,	Rs. 9 16 6 Rdy.	Rs. 9 16 6 Rdy.	Rs. 9 11 0 Rdy.	Rs. 9 8 6 Rdy.	Rs. 9 8 6 Rdy.	Rs. 9 8 6 Rdy.	Rs. 9 8 6 Rdy.
,, 10 0 0 ,,	,, 10 0 0 ,,	,, 10 0 0 ,,	,, 10 0 0 ,,	,, 10 0 0 ,,							
,, 12 7 0 ,,	,, 12 19 0 ,,	,, 12 11 0 ,,	,, 12 11 0 ,,	Rs. 12 13 0 Rdy.	Rs. 12 13 0 Rdy.	Rs. 12 13 0 Rdy.	Rs. 12 12 6 Rdy.	Rs. 12 9 6 Rdy.	Rs. 12 6 6 Rdy.	Rs. 12 7 6 Rdy.	Rs. 12 5 6 Rdy.
							9-6-0 Dec.-Jan.	9-9-0 Jan.-Feb.	9-9-0 Jan.-Feb.	9-9-0 Jan.-Feb.	9-9-0 Jan.-Feb.
Rs. 5 14 0 Rdy.	Rs. 5 14 0 Rdy.	Rs. 5 13 0 Rdy.	Rs. 5 14 0 Rdy.	Rs. 5 14 0 Rdy.	Rs. 5 14 0 Rdy.	Rs. 5 14 0 Rdy.	Rs. 5 11 6 Rdy.	Rs. 5 12 0 Rdy.	Rs. 5 12 0 Rdy.	Rs. 5 12 0 Rdy.	Rs. 5 12 0 Rdy.
,, 4 4 0 ,,	,, 8 8 4 ,,	,, 8 8 6 ,,	,, 8 8 0 ,,	,, 8 8 0 ,,	,, 8 8 0 ,,	,, 8 8 0 ,,	,, 7 13 0 ,,	,, 7 8 0 ,,	,, 7 8 0 ,,	,, 7 8 0 ,,	,, 7 8 0 ,,
								,, 7 4 0 ,,	,, 7 4 0 ,,	,, 7 4 0 ,,	,, 7 8 6 ,,
										Rs. 6 14 6 Rdy.	Rs. 6 8 0 Rdy.
Rs. 1,470	Rs. 1,450 to 1,473	Rs. 1,470 to 1,500	Rs. 1,450 to 1,470	Rs. 1,456 to 1,470	Rs. 1,380 to 1,400	Rs. 1,380 to 1,400	Rs. 1,360 to 1,370	Rs. 1,360 to 1,370	Rs. 1,360 to 1,370	Rs. 1,360 to 1,370	Rs. 1,360 to 1,370
,, 1,300 to 1,370	,, 1,360 to 1,410	,, 1,320 to 1,430	,, 1,340 to 1,390	,, 1,296 to 1,296	,, 1,320 to 1,340	,, 1,325 to 1,340	,, 1,290 to 1,330	,, 1,290 to 1,330	,, 1,225 to 1,375	,, 1,225 to 1,276	,, 1,340
Ready. (October.)	Ready. (October)	Ready (October.)	Ready. (Nov.)	Ready. (Nov.)	Ready. (Nov.)	Ready. (Nov.)	Ready. (Decr.)	Ready. (Decr.)	Ready. (Decr.)	Ready. (Decr.)	Ready. (Decr.)
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
0 14 6	0 13 6	0 13 6	0 13 0	0 12 0	0 12 0	0 10 6	0 12 0	0 12 0	0 11 6	0 11 6	0 11 0
0 13 6	0 13 0	0 13 0	0 12 6	0 11 6	0 11 6	0 10 0	0 11 6	0 11 6	0 11 0	0 10 6	0 10 6
0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6	0 18 0 to 1-3-6
0 12 0	0 12 6	0 12 6	0 11 0	0 11 0	0 11 0	0 9 0	0 10 6	0 10 6	0 9 0	0 10 0	0 10 0
0 16 6	0 16 6	0 15 6	0 15 6	0 15 6	0 15 6	0 15 6	0 16 6	0 15 6	0 15 6	0 15 6	0 15 6
0 16 0	0 16 0	0 16 0	0 16 0	0 16 0	0 14 6	0 14 6	0 16 6	0 16 6	0 16 6	0 15 0	0 15 0
0 13 6	0 13 6	0 13 6	0 13 6	0 13 6	0 13 6	0 10 6	0 12 0	0 12 0	0 11 6		0 11 0
0 14 6		0 12 6	0 13 0	0 13 0	0 12 0	0 12 0	0 13 6	0 13 6	0 13 6	0 11 6	0 12 6
			0 14 6	0 14 6	0 14 6	0 14 6	0 13 6	0 13 6	0 11 6	0 12 6	0 10 6
Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18
,, 17	,, 17	,, 17	,, 17	,, 17	,, 17	,, 12	,, 17	,, 17	,, 17	,, 17	,, 17

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